

military illustrated modeller

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www.militaryillustratedmodeller.com



HYBRID HOWITZER

Hobbyboss 1:35 155mm AU F1 on T-72 hull



AFV edition Tasca Firefly IC • Zvezda Terminator • AU F1 references • and more...

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Dioramas to build before you die...

News



TAMIYA

1:35 SU-76M SOVIET SPG

To follow the Easy Eight Sherman, Tamiya have created an all-new kit of the Soviet SU-76M self-propelled howitzer. The model will include a full fighting compartment interior, link-length tracks and three figures. More news soon.

● www.hobbyco.net



TAMIYA

1:48 7 TON ARMoured CAR MK.IV

The next AFV to join Tamiya's 1:48 line-up will be the British '7 ton armoured car Mk.IV' (which is a Humber, but don't tell anyone). The model will feature all the lovely refinements we love about this range.

● www.hobbyco.net



TAKOM

1:35 AMX-13 FAMILY

Takom are in the process of creating a new family of AMX-13 machines, including the '13/75 and '13/75 with anti-tank guided missile launcher. More news as we get it.

● www.pocketbond.co.uk



NEWS JUST IN...



MINIART

1:35 US ammo-loading crew
1:35 ZIS-5 family wheels set
creativemodels.co.uk



TAMIYA

Bits for Modeler's Punch (1.5mm, 2.5mm, 3.5mm)
Tamiya Extra Thin Cement Quick Setting
hobbyco.net



DRAGON

1:35 Panther ausf.G Early Production
1:35 M60A2 Starship Smart Kit
hobbyco.net



HAULER

1:35 Ukraine police shields
1:35 Somua S35 Basic (Tamiya)
1:35 Somua S35 grilles (Tamiya)
hauler.cz



REVELL

1:35 German Staff Car Type 82E
revell.de/en



MENG

1:35 M1A2 ABRAMS TUSK

Meng are currently developing their own, all new kit of the mighty M1A2 Abrams with TUSK (Tank Urban Survivability Kit) armour package. From the initial images, it looks extremely promising

● www.creativemodels.co.uk

MINIART

1:35 USV-BR 76MM GUN MOD.1941 W/LIMBER AND CREW

MinijArt's latest kit is this comprehensive packaging of the 76mm gun with a five-man crew set plus ammunition and their boxes. A historically important weapon and a appealing package.



THIS MONTH IN TAMIYA MODEL MAGAZINE...

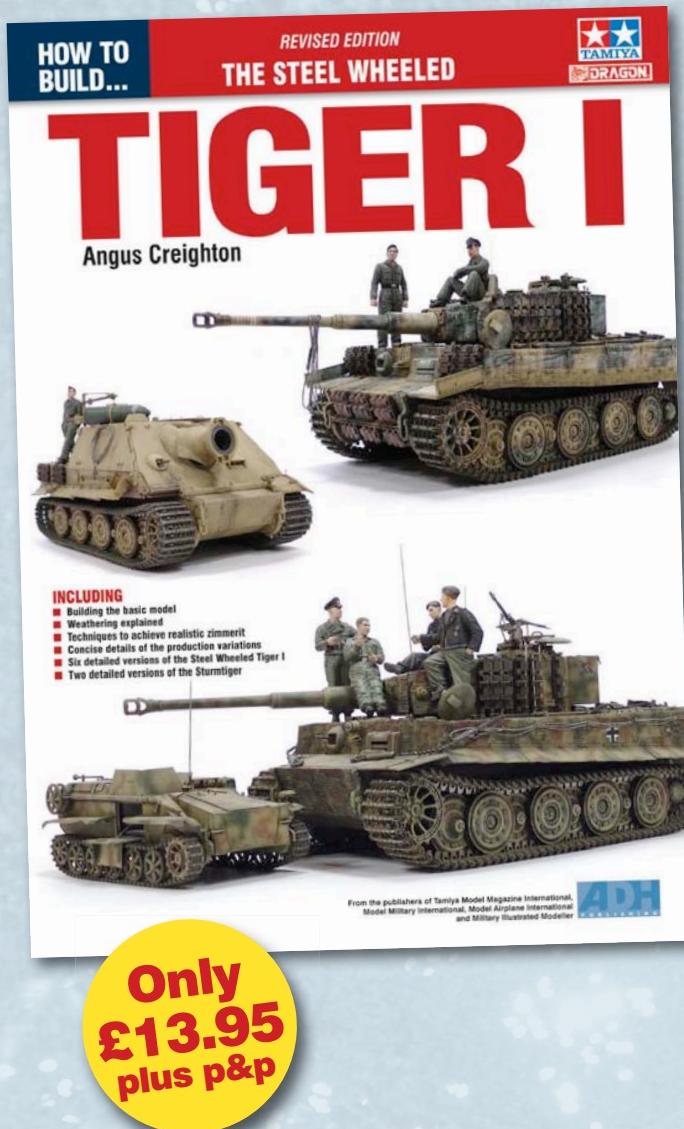
TAMIYA 1:35 WORLD WAR I MARK IV 'ALTERNATE HISTORY'

This month's edition of Tamiya Model Magazine (February, No.244) features a detailed article Stefano Marchetti's amazing WW1 Mk.IV 'walker' tank. Order now at:

www.tamiyamodelmagazine.com



NEW in the 'HOW TO BUILD...' series



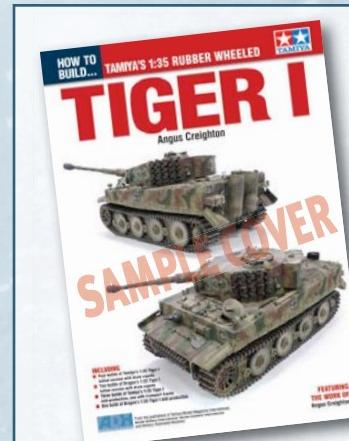
NEW How to Build The Steel Wheeled Tiger I

A New and revised edition of the ultimate guide to building the Tiger I Steel Wheeled version by Angus Creighton.

The new revised edition includes:

- Early-batch SturmTiger, using Tamiya's 1:35 kit with factory zimmerit, ModelKasten battle-tracks
- Late-batch SturmTiger, using Tamiya's 1:35 kit, Dragon late pattern road wheels, extra frontal armour, no zimmerit, ModelKasten battle-tracks
- Dragon's 1:35 Tiger I (SPzAbt 510 1944-45), ModelKasten transport tracks
- and more...

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The Steel Wheeled Tiger I book

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TEN HUT!

Some of the latest military kits to drop onto the Military Illustrated Modeller reviews desk

TAMIYA, JAPAN

1:48 HORCH TYPE 1A

ITEM NO. 32586

www.hobbyco.net

The latest addition to Tamiya's 1:48 vehicle range is the WW2 German Horch 108 Type 1a staff car. The kit comes with a separately moulded chassis, drivetrain and suspension parts and once assembled, it's very authentic-looking. Classic model subject and lots of nice touches; the inevitable photo-etched set from Hauler will provide the finishing touch



TAKOM, HONG KONG/CHINA

1:35 BRITISH MAIN BATTLE TANK CHIEFTAIN MK.5/5P

ITEM NO. 2027

www.pocketbond.co.uk

Takom have created this kit from scratch and it seems to be very good indeed. The turret sports a fine cast texture (perhaps a little too fine?), although there are moulding part-lines across its cheek armour which will need removal and subsequent re-texturing. The tracks come in the form of two-part, glue-together, individual links (non-articulated) and they fit together well



REVELL, EUROPE

1:144 US ARMY VEHICLES

ITEM NO. 03350

www.revell.de/en

This is Revell's vehicle set from their recent US Navy Landing Ship Medium (05123) and includes two each of the M4 Sherman tank, M8 Greyhound armoured car and the GMC 'Deuce and a Half' medium truck. As with Revell's Bundeswehr set, the models here are small but with good detail



ITALERI, ITALY

1:72 AUTOCANNONE 3R0

ITEM NO. 7508

www.hobbyco.net

Italeri's small-scale kit of this WW2 Italian truck-mounted gun was aimed at the wargaming crowd, but it's a pretty decent scale model too, albeit with a few simplifications to speed assembly and increase robustness. Comes with a full gun crew



PLUS MODEL, CZECH REPUBLIC

1:35 PAVESI P4/100-30A ARTILLERY TRACTOR

ITEM NO. 449

www.creativemodels.co.uk

The Italian P4/100 tractor was made by Pavesi-Tolotti in the First World War era to tow heavy artillery pieces. Plus Model choose some truly fantastic subjects and the Pavesi P4 must be one of their choicest cuts; it is simply marvellous! All the main structures build up from grey resin castings with a good-sized photo-etched brass sheet and bags of pre-cut steel rod for the complex wheels' spokes



REVELL, EUROPE

1:144 BUNDESWEHR VEHICLES

ITEM NO. 03351

www.revell.de/en

This set contains two each of the M47 Patton main battle tank, HS30 armoured personnel carrier and 5tGL truck. In 1:144, vehicle models are tiny but these are remarkably well detailed and will be ideal for large dioramas and even model railway layouts



DRAGON, HONG KONG

1:35 PZ.BEF.WG.IV AUSF.J W/ZIMMERIT

ITEM NO. 6823

www.hobbyco.net

Here we have the 'Panzerbefehlswagen' command/control version of the Panzer IV in 'Ausf.J' constructionally simplified form. Dragon's kit comprises huge quantity of parts so this kit is no quick-build. Detail is fantastic and the hull sports the company's highly realistic moulded-in zimmerit



REVELL, EUROPE

1:35 LEOPARD 1 KIT

ITEM NO. 03240

www.revell.de/en

This is a new-tool kit from Revell, and represents the first production variant of Germany's first home-grown main battle tank since the WW2. Lots of detail parts are added in the upper hull stages and we have quite a few alternative parts and placements for German, Belgian and Dutch tanks, so it's important to pick which version you will build before starting the build. A beautifully detailed kit with lots of optional parts



TAKOM, CHINA

1:35 ŠKODA PA-11 TURTLE

ITEM NO: 2024

www.pocketbond.co.uk

Takom's Škoda 'Turtle' is a fairly straightforward production; the design means that the front and rear underbody parts (chassis, suspension, drivetrain) are identical and the model sports a good level of detail, consisting of recessed panel junctions and raised rivets on the body/hull exterior. There is no interior but there is a 'bedframe' antenna for the all-grey Wehrmacht version. A very appealing vehicle and a challenging colour scheme; five options are included



BRONCO, HONG KONG

1:35 GERMAN HORCH FU.KW (KFZ.15) RADIO CAR

ITEM NO.CB35182

www.hannants.co.uk

This is the radio car variant of the ubiquitous Kfz.15 light truck and Bronco's model consists of a great many parts; it has a comprehensively detailed engine and an even more in the suspension and drivetrain. The radio set is beautifully detailed as is its support equipment



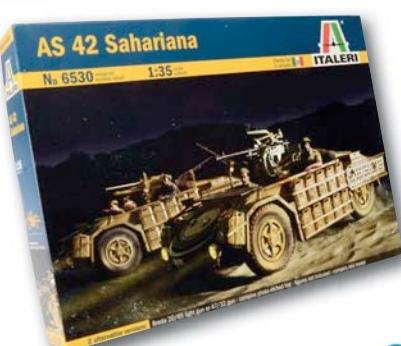
ITALERI, ITALY

1:35 AS42 SAHARIANA

ITEM NO.6530

www.hobbyco.net

Italeri's AS42 Sahariana is back and after it's a welcome return; the parts are very well detailed and it's such a wonderfully unusual-looking machine that we can easily forgive the slightly poor pioneer tools, closed engine deck louvres and occasional ejector-pin marks



ICM, UKRAINE

1:72 G4 (1935 PRODUCTION) WWII GERMAN STAFF CAR

ITEM NO.72471

www.hannants.co.uk

ICM have scaled down their fantastic 1:24 G4 armoured car (Hitler's favoured choice of transport) to create an exquisite model in 1:72. It features a build-up body, separate chassis, engine, drivetrain, leaf-spring suspension and complete interior. The box states it's a glue-free, snap-fit model but it's hard to see how this will work with some of the tiniest parts



BRONCO, HONG KONG

1:35 PANZERKAMPFWAGEN MK.IV 744(E) (A13) W/UE FUEL TANK TRAILER

ITEM NO.CB35030SP

www.hannants.co.uk

Bronco have put together their British A13 tank (in captured 'Beute' configuration) with the UE (Renault) tractor trailer, which itself has been converted into a fuel bowser. The model is not over-complex but there's plenty to do here, not least the glue-together individual tracks for the A13 and tiny link-and-length tracks for the little UE tractor. Great detail throughout



REVELL, EUROPE

1:35 LEOPARD 2A5/A5NL

ITEM NO.03243

www.revell.de/en

It's great to see Revell putting out Leopard tank kits and the latest iteration is the 2A5/A5NL. This kit comes with new parts and options for German and Netherlands machines, plus markings for four tanks. Anti-slip texturing is present on upper hull and the engine deck screens are realistically moulded. Best of all, the dark green 'styrene' has gone; the model is in grey plastic now!



ICM, UKRAINE

1:35 KHD S3000 WWII GERMAN ARMY TRUCK

ITEM NO.035451

www.hannants.co.uk

ICM have added to the WW2 German army truck line-up again, with their new-tool Klöckner Humboldt Deutz KHD S3000. As we have come to expect from ICM, the model features a detailed engine, chassis, suspension and cargo deck; the canvas cover 'hoops' are provided should the modeller wish to fashion their own canvas tilt



MIRROR MODELS, IRELAND

1:35 BRITISH MORRIS C8 QUAD MK.III BEETLE-BACK LATE BODY

ITEM NO.35401

www.mirror-models.com

Mirror Models' latest offering is the charismatic Morris Quad artillery tractor and they've done a great job of it. The kit is a highly detailed production with a great many parts from the chassis to the cabin interior. Mirror even include a decent engine block which will only be visible when viewed from below





SCALE

SCALE MODELWORLD AND IPMS NATIONALS 2015

MiM takes a close-up look at the military models on show at Scale Modelworld 2015

As we do each and every year, the Military Illustrated Modeller team made the drive north from our offices in Bedfordshire to Telford, Shropshire, near the border with Wales. For a venue, Scale Modelworld makes good use of the aircraft hanger-like halls of the Telford International Centre. At the show you'll see a large range of vendors, IPMS model clubs from around the country and, indeed, around the world, plus the competition room.

The latter area is where modellers from around the globe flock, to enter their newly build models in the hope of winning medals and commendations, as well as to proudly show off their model-making skills to all who visit. This year, the tables were crammed with all types of entry; aircraft, tanks, trucks, cars, ships, submarines, science-fiction, dioramas, figures and more and the overall quality seemed up on previous years. But in MiM, we are only interested in the military aspect of the displays of course!

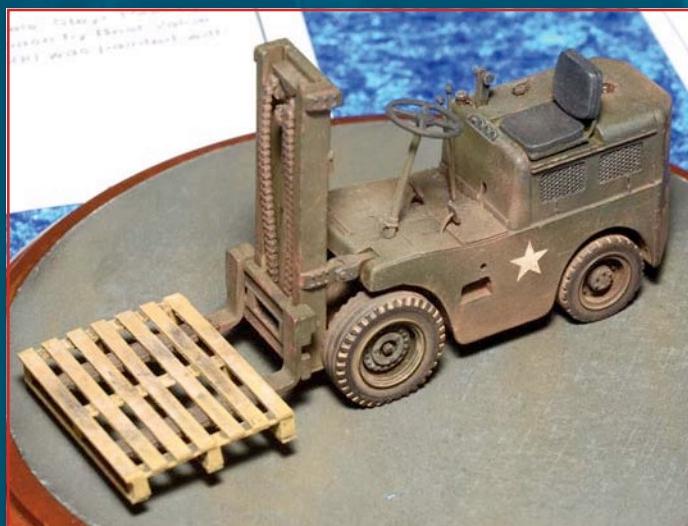
In fact, the quality of the models gets better each year, which is an encouraging sign. Over the next few pages is our compilation of some of the competition entries that caught our eye this year, arranged in no particular order or class; just cool-looking models. •







"For a venue, Scale Modelworld makes good use of the aircraft hanger-like halls of the Telford International Centre"









"This year, the tables were crammed with all types of entry; aircraft, tanks, trucks, cars, ships... and the overall quality seemed up on previous years"





"At the show you'll see a large range of vendors, IPMS model clubs from around the country and, indeed, around the world"





ORDNANCE DEPOT

New and recently issued kits and accessory sets for armour modelling projects

PLUS MODEL, CZECH REPUBLIC

DIORAMA ACCESSORIES

New from Plus Model is a delightful kit of a 'wherry' flat-bottomed boat in laser-cut wood. The model comes with some photo-etched fittings plus a cardboard assembly jig. Also new are two 1:48 cable reels, ideal for dioramas. Finally, we have a set of 1:35 modern plastic storage drums, the type that would store chemicals etc. MN

1:35

- Wherry (457)
- Plastic barrels (466)

1:48

- Cable reels small (4049)
- Cable reels big (4050)



PANZERSHOP, CZECH REPUBLIC



VT-55A recovery tank

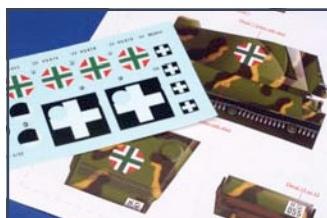
ARMOUR CONVERSION

This extensive conversion set provides a complete replacement upper hull, track guards, crane, earth-anchor and all exterior fittings in resin. Also in the box is a set of Friulmodel T-72 tracks, Eduard Zoom set for the Tamiya T-55A, a further sheet of PE, decals, wire and a CD with instructions and reference photos. The modeller just needs to supply a Tamiya T-55A lower hull and suspension. MN

- 1:35 VT-55A Recovery tank conversion for Tamiya (PS35254)



SBS MODELS, HUNGARY



DECALS

Hobbyboss's 1:35 40M Nimród anti-aircraft tank kit is a excellent model but the national insignia on its decal sheet are completely wrong; SBS Model's set corrects this and also provides alternative markings (white cross on black square) for a tank school and vehicle depot, 1943. Superbly well printed and an essential purchase for anyone contemplating this kit. MN

- 1:35 NIMRÓD in WW2 (D35004)

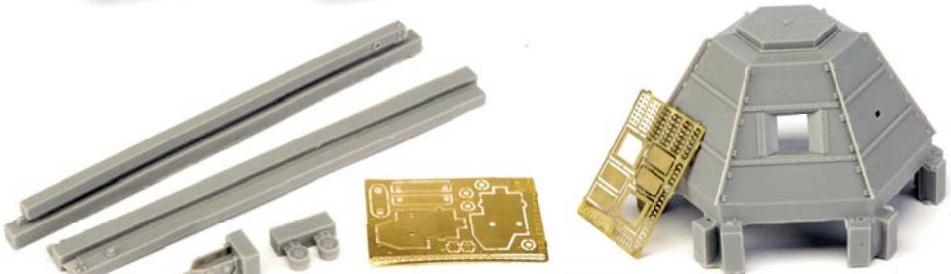
RAUCHEN VERBOTEN!, FRANCE

DIORAMA ACCESSORIES

This little pack provides a work bench with tools, a cabinet, large wooden case, an anvil, bench vice and two large oil drums, all in 1:48; perfect for workshop scenes. Very nicely cast in grey resin with sharp detail. MN

- Workshop accessories (AC005)





HAULER, CZECH REPUBLIC

ACCESSORIES AND CONVERSION SET

Hauler have released a set that will convert a 1:35 Bren Carrier into a German Panzerjäger vehicle, stocked up with Panzerfaust/Panzerschrecks. The set also comes with grenade boxes for the rear fenders. Also new from Hauler is a Japanese steel pillbox in cast resin. Finally, we have a pack of eight cast-resin dragon's teeth tank obstacles, with superb detail. MN

- 1:35; Pz.Jg Brencarrier (HLL35086)
- 1:48; Dragon's teeth tank traps
- 1:72; Japanese Steel Pillbox (HLP72017)

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TAMIYA, JAPAN

FIGURE SET

This set of eight Deutsches Afrikakorps figures is designed to be used in conjunction with an 8.8cm Flak gun from the North African theatre of operations of WW2. The figures are clothed in the appropriate uniforms for this unit with insignia moulded in, sleeves rolled up and with one individual in shorts. Tamiya's 8.8cm accessory sprue is included, with wicker shell cases, 8.8cm rounds, rangefinders, helmets, tools and more. MN

- 1:35 German Africa Corps Luftwaffe Artillery Crew Set (35343)

WHERE TO BUY?

PLUS MODEL;
www.creativemodels.co.uk
HAULER;
www.hauler.cz
RAUCHEN VERBOTEN;
www.smokybottom.com
SBS MODEL;
www.sbsmodel.com
PANZERSHOP;
www.panzershop.cz
TAMIYA;
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FIREFLY

A THORN IN THE WEHRMACHT'S SIDE

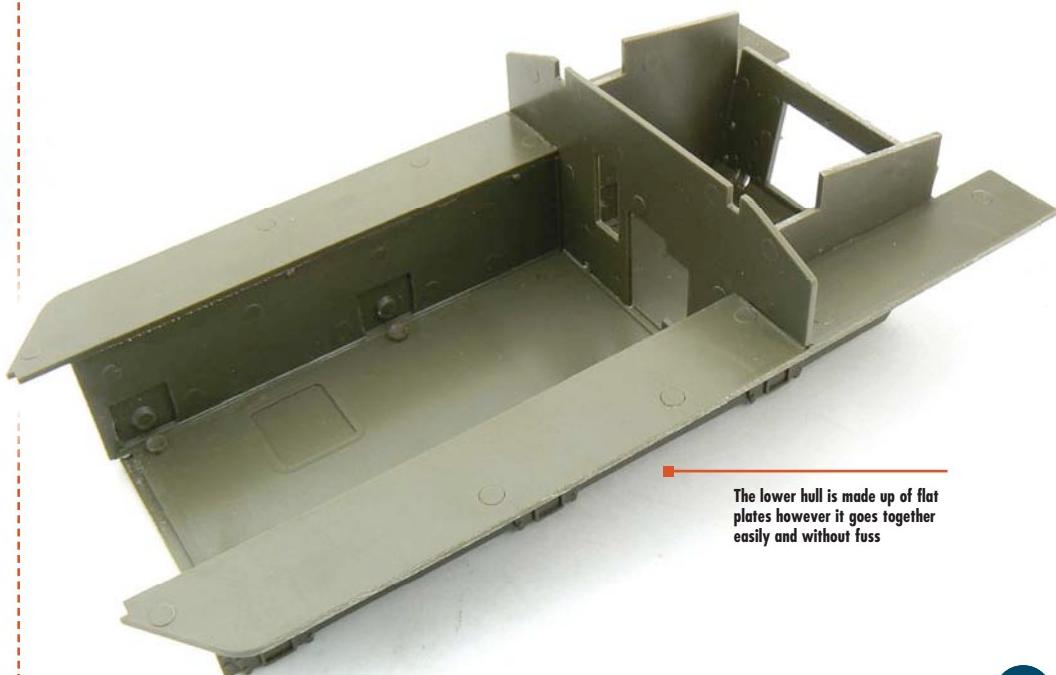
Upon recommendation, Jamie Haggio builds Tasca's sublime 1:35 Sherman Firefly IC

When I first started building armour models a few years ago I asked the good people of Missing Lynx internet forum what was the one kit I should build. As you may imagine I got a varied response however one common theme that turned up over and over was a Tasca Sherman. Upon doing a bit of research it seemed that this series of kits was a world-beater. The models were exceptionally well detailed and construction was effortless. So, when the Editor asked if I would like to build Tasca's Firefly IC I jumped at the chance. From the introduction it's obvious that I'm not a Sherman expert, however those who are, and are expecting a detailed review then please bear with me. I've done research but I am a layman. My interests lie in the painting and finishing of a model and not so much on accuracy of the base kit but for those who are then hopefully my research will satisfy you, if not there are numerous highly detailed reviews on the plastic. This article will point out any obvious errors but more importantly help you to build the kit. So, on with the build...

CONSTRUCTION

The first area I tackled – and I mean tackled – was the suspension. Each bogie is made up of a whole load of parts but also there are many unused parts on the sprues so take care and try not to get distracted. I ended up with four left hand and two right hand parts at one stage! Tasca use foam in order to let the bogies compress just like the real thing but it seems that this can cause the track to pull the front and rear wheels upwards so in this release there is an option for a plastic part here. This is what I chose but as to which bits to use was a little confusing as there didn't seem enough to go round, anyway by hook or crook I got it all sorted and the finished units look very good. They are highly detailed and even the casting numbers are present.

The lower hull is made up of a series of plates which fit together very well; the result is a strong assembly which provides a solid base for the upper hull. This part is fantastic, the cast metal texture is superb and whilst the weld beads are very well done I decided to enhance them using Mr Hobby 2 part epoxy putty. The rain guard for the blanked ➤



The lower hull is made up of flat plates however it goes together easily and without fuss



Despite the high parts count, the suspension units don't take too long to assemble and they really look the part

Here is the completed hull; it fits together very well and is superbly detailed. My only comments would be I preferred to enhance the weld beads, one or two are missing and the machine gun cover is incomplete



The front fender was short shot so it was repaired using plastic card. Note also the lovely cast texture



I enhanced the weld bead separating the front and rear hulls using Mr Hobby epoxy putty



An unusual view but it shows off the detail at the rear nicely



I really liked the cast turret texture. The downside of the wonderful detail is that a few of the parts are quite fragile, add that to my clumsiness means there are a few bits missing on the final model!



In places the cast texture had to be repaired when eliminating joins and seams. Humbrol liquid poly and Mr Surfacer were used



off machine gun position has a weld bead that was missing so this was replaced at the same time. Talking of the rain guard, there is a blanking piece which seems to be missing its upper portion. My initial fix was to leave it and cover it up with some stowage, however upon reflection I used some more putty to complete the job.

The right mud guard was a short-shot so I had the choice to remove it completely or repair it. Having looked at numerous photos online I couldn't find any with the mud guard missing so I squared off the kit part and glued on some plastic card which was later sanded to the correct profile. The air filter and exhaust area is very well done and the modeller has the choice of two different styles. Photo-etched parts are used here which add to the finesse of the area.

The turret again is very nicely moulded with some beautiful cast texture. I had to repair this along the join of the upper and lower parts after sanding the seam; this was done using Humbrol liquid poly and a stiff brush. The other details were added however as you can see on the final photos not all survived! The additional stowage boxes were mounted on the rear, I thinned them on the inside and added a couple of bullet holes for interest. Although the barrel is very nicely done it does come in two parts so I went out and bought an aluminium turned barrel from RB Barrels. I suspect that this was designed for the Dragon kit as it needed a bit of jiggling to get in but the hassle was worth it. In summary, despite the high parts count and the relatively complicated lower hull and suspension, the kit was a breeze to put together.

PAINTING

I always prime my models, especially if I've used photo-etched parts etc., so this model got a coat of Alclad II lacquer. It was my first time using their black which gives a nice smooth durable dark finish for the green. The base coat was a mix of Gunze and Tamiya colours which I mixed by eye using Gunze H-60 as starting point. I did modify the base coat with Dark Yellow in order to add some highlights. I'm really not a fan of this 'colour modulation' thing, I think it's far too exaggerated, even under a load of weathering but I do like to add highlights and break up the monotone nature of a single dark colour.

The next few stages were pretty standard to be honest, filters and washes to make the colour more rich and create depth. To enhance the false shadows, Abteilung Shadow Brown oil paint was used in all the dark areas which enhanced the contrast really well. Adding to this, buff was used along the highlights. ➤





Sin Industries green filter was used to blend everything together, I liked the effect but id tint the decals in a way I wasn't too happy with

Chipping can be a controversial subject, especially with Allied armour. I wanted some chipping but tried to keep it restrained so small amounts were done using a dark brown colour around hatches and the like. In many areas of general wear, I used the drybrushing technique with the aforementioned Shadow Brown oil colour, this made a good job of worn paint rather than chipped paint. To add to the overall effect, this oil paint was mixed with some dark rust pigment and thinner, this mix was then flicked over the vehicle although I really tried to be very restrained. I am a big fan of the AK Interactive series of weathering products and the effects they can achieve so, on this model I used Dark Streaking Grime. This is a very dark green and does what is says in the tin (a phrase used in a popular TV advert here in the UK). I like the effect of grime and dirt which has been washed down the vertical sides of the vehicle. In my eyes the model was looking a bit bland, therefore I took some green and yellow oil paint and mixed it with White Spirit and some Olive Green Warpigs pigment. This mix was then flicked onto the model and does a good job at overall weathering and breaking up the outline.



A close up of the front reveals the subtle chipping. Subsequent weathering will make this even more subtle and blend the effects still further



Allied vehicles didn't chip that much as the paint quality was generally good therefore in our models we have to reflect this



The first layer of chipping was to mix up some light green and apply it with a small brush

Using a mix of shadow brown oil paint and rust pigments, speckles were made on the model's surface. Also, the bare metal chips were applied using the dry brushing technique and brush



To further break up the colour, a light green made from oil colours and pigments was flicked onto the surface



Mud, traditionally this has been my Achilles heel and I have found it quite difficult to do. The base coat in this case was a mix of Tamiya soil texture paint, Maru Technics "Real Mud" and static grass



To apply the rain marks, a mix of AK Interactive Dust Effects and DAK Filter was applied in vertical lines and then blended with white spirit



Pigments are a great way to simulate dust and dirt. I mixed various tones and applied them dry, scrubbing them into the paintwork. The excess was then removed using cotton buds, my finger and a brush dampened with white spirit

WEATHERING

Mud, this is an area which can make or break a model and it's something which I am learning to do and hopefully I'm getting better at it. The base coat for this model was Tamiya soil texture paint. I find this can be a bit gritty and even so I mixed in some static grass and Maru Technics 'Easy Mud'. I applied this sparingly on the lower hull and suspension as this was the base texturing. Taking a break from the mud, the rain marks were applied. AK Interactive does a number of bespoke products for this however I prefer to use their DAK Filters mixed with Dust Effects to warm the tone. Again I tried to keep things subtle and not to go too far over the top.

The next stage in the mud application was adding the dust. A base coat of Tamiya XF-52 Flat Earth was sprayed in the areas in which I wanted the dust to accumulate before all sorts of earth type pigments were applied. They were worked in dry with a soft brush and then fixed using white spirit. I wanted to achieve a vehicle operating in a dry dusty spell rather than a wet muddy time and hopefully I've achieved this. I added the dried mud splashes by mixing various tones of dry mud and earth pigments with white spirit and flicking them onto the model using a small brush and a cocktail stick. The last bit of the weathering was to add the oil and gunge which accumulates in the nooks and crannies under the turret and in and around the fuel points. Again I turned to AK Interactive products for these areas. ➤

It is important to build up the dust in slow steady steps. I find it helpful to walk away from the project at times; it keeps me from going to over the top!





◀ FINISHING

These vehicles often had quite a bit of stowage on the front hull. I used some scrap balsa wood to hold it all in and grabbed some German jerry cans, a spare wheel from the kit sprues plus a home made bed roll. The tarp was made from Mr Hobby epoxy putty and was the air recognition panel. I guess all this stowage should be tied down but I couldn't find anything appropriate, something I will have to rectify at some stage.

SUMMARY

I really enjoyed this project. I don't normally build allied armour but this kit has been really rather inspiring. What I will say is if you haven't built one then do so, it deserves its place in the ten kits you must build before you die! •

**'if you haven't built
one then do so...'**



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HASTA LA ZVEZDA

"Phased plasma rifle in the 40-watt range"... Well, it's not quite armed with that, but Zvezda's new 1:35 kit of the Russian Terminator certainly does look futuristic. Marc Genaux builds the kit



A, BABY...



Experience from the wars in Afghanistan and Chechnya showed the limits of main battle tanks that could not elevate the barrels of their main guns high enough to hit the upper floors of buildings, from where enemy fighters attacked with RPG7 rocket launchers. Presented as the solution to this problem – especially in urban combat – the Terminator offered some good reasons for its deployment. Unlike standard tank guns, the 30mm 2A42 auto-cannons of the Terminator can elevate up to forty-five degrees to reach high targets or depress to minus-five degrees to clear out low rooms and cellars.

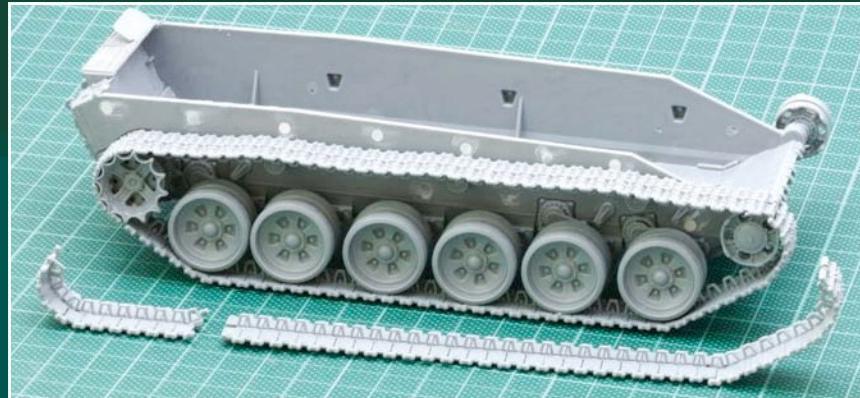
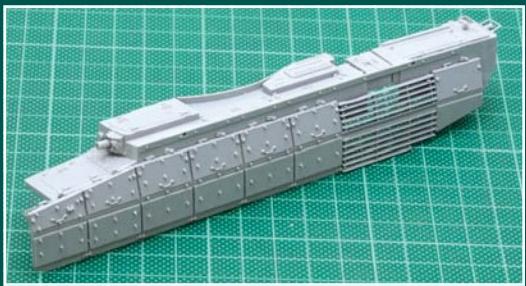
The vehicle also features an AG17D 30mm grenade launcher on each side, with a deflection of five degrees inwards and twenty-seven degrees outwards; very effective short-range weaponry with which to combat enemy ground forces. Observers will notice it also has a coaxial PKTM 7.62mm close-defence MG to calm the more

adventurous attacker, should they ever had the (bad) idea to get too close to the machine.

As if these already impressive armaments were not enough, the machine also carries four missiles on its turret and these are heavy-duty; the Ataka 91M20 ATGM 130mm missile is capable of destroying any modern armour, especially with tandem loads that neutralize reactive armour before drilling through the main shielding. Only one missile is carried for each of the launchers without any additional ones stowed internally, so Terminator crews must first carefully choose the type of ammunition to slide in the tubes; HEAT, HE FRAG or thermobaric. Despite a period of testing spread over several years since 2005 and a big campaign by its manufacturer 'Uralvagonzavod', the axe fell in 2010; the Terminator was not selected for active service. It would seem that since that date, only Kazakhstan has acquired a dozen examples.



During assembly of the left and right sponsons, everything fitted perfectly to the millimetre. The sub-assembly was still checked against the upper hull before the glue dried, just in case!



The left sponson integrates the exhaust, protected by an anti RPG cage, and it's wise to refine the slats before cementing. Details of reactive-armour mountings are absolutely stunning but are prone to damage during handling if care is not taken

The suspension is set up to allow pre-assembly of the track into two sections, the lower running around the sprocket and idler wheel. After painting, the modeller just needs to cement the top. On the finished model, the top section can not even be seen!



The turret and driver's hatches are hinged, so one was left open, the other closed



The model was built 'from the box' but plastic rods were used to form the power conduit to the headlights



No photo-etched grille here, just some mesh that tends to fray after cutting with scissors but a drop of cyano glue quickly fixes everything in place. The appearance may not look that good here, but after painting, the grilles look superb; better than brass!



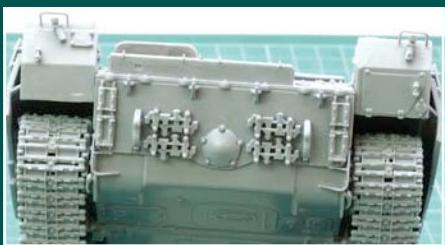
The author chose to hide some ejector-pin marks that could be visible, though largely hidden by the turret platform. Prevention is better than a cure



The left-rear of the side sponson contains a fuel tank in an armoured casing. The strap over the small tank was refined before gluing, but a piece of photo-etched would not have looked any better!



The top rear of the upper hull is quite complex and there are quite a few small parts to cement in place; careful attention is needed here, and no rushing



The rear panel supports some accessories that will be visible through the anti-RPG grid. We should not overlook these parts; their complex outlines require some serious mould-part line clean-up



The glacis is fully assembled here. Only two large mirrors that should be attached to the ERA blocks are missing, as they were not mounted on the demonstration tank seen online



The sub-assemblies have been dry-assembled here, to check that all is well before painting. Have you noticed what's wrong? The 30mm guns have not been drilled out. A 0.85mm drill will do the trick, once the centre was marked with a needle to prevent accidental slippage



Choke point: grey primer is always useful for detecting small surface defects. Working in sub-assemblies is always better, hence the turret that appears to be a set of spare parts



The base was painted in a fairly light sand colour. The author mixed his own colour using Tamiya XF-57 Buff, a little XF-60 Dark Yellow and X-2 White to lighten the shade of the mixture



The caterpillars on the model were painted to look almost new, still in a steel colour. Initially, they were painted in a light metallic grey using XF-56 Metallic Grey and Light Grey XF-66



Some brands provide handy masks for painting the wheels, but not here. So we cope by manufacturing a protective 'lid' in thick paper. The cover is attached to a handle, held in place with some tape. Each wheel's tyre was then airbrushed with XF-69 NATO Black or XF-85 Rubber Black

THE TERMINATOR IN 1:35

Zvezda had already seduced us with their superb T-90 kit, so after the announcement of this BMPT derivative, I didn't hesitate for a second when the Editor offered me the chance to build this new kit. No sooner said than done... Upon opening the box, you soon realize that Zvezda does not follow the same policy as Dragon; suspension 'D' sprues are retained but five of the nine runners are 100% new.

On the detail finesse side we have nothing to fear and after painting you will see even more detail that one can not make out at first. The only parts to lack finesse are the anti-RPG protective cages, but the manufacturer did not have much choice here; we can refine these with a well-sharpened blade as much as possible.

There were no fit-of-parts problems during assembly, all going together perfectly. And unlike my last model build which was heavily loaded with resin and photo-etched metal sets, I opted this time for 'direct from the box' build and you will see that the kit barely needs any detail additions. Heavily armoured and over-armed, the Terminator seemed the ideal bodyguard for the main battle tanks. But this cancelled concept is not definitively buried. The new platform of Russia's next generation tanks is on the horizon and the Object 145 'T-15 ARMATA' may be the Terminator of the next decade... And perhaps a kit Zvezda too, who knows? •



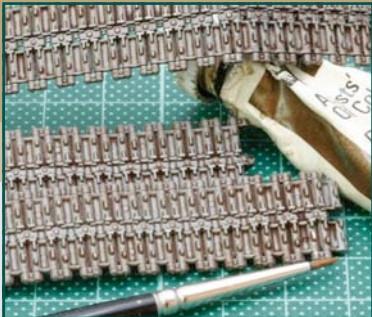
The author made templates for the complex camouflage patterns on the side of the model and then made masks from tape for the painting stages



The tape was patiently applied in small sections for maximum control and accuracy. Putty was used to fill in the back areas



Masking was also applied to the transparent portions of the main windows, smaller periscopes then being repainted in black covered with gloss varnish



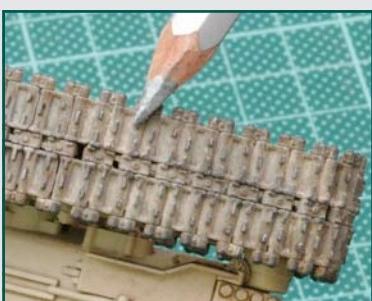
To bring out the detail of the tracks, a heavy oil paint colour-wash of raw umber oil was applied



As the tank was to be depicted as having operated in a dry environment, I chose pastels to reproducing dust and a mixture of very light pastel was applied in a generous layer



The pastels were fixed using Tamiya X-20 thinner applied with a brush, allowing capillary action to draw the fluid into the moulded detail



The protruding metal parts of the track treads were highlighted with a silver pencil



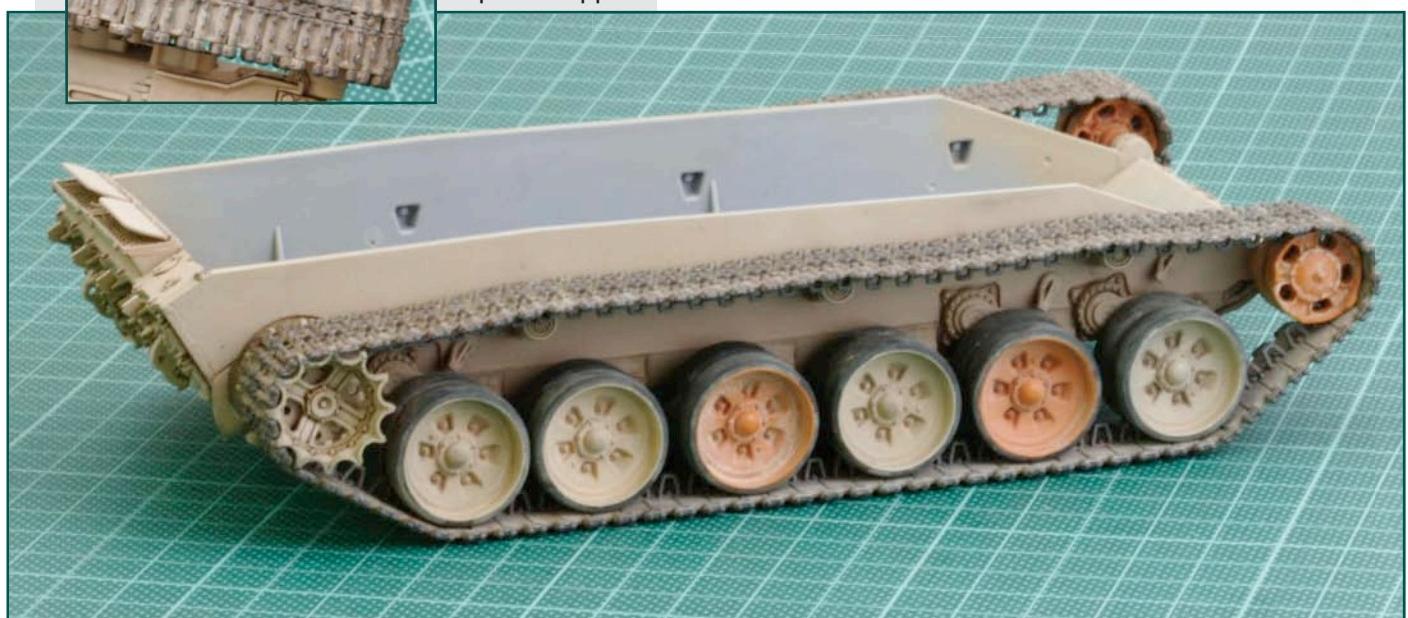
The edges of the treads were polished with an artist's stump loaded in graphite powder, obtained by sanding the lead of a pencil with sandpaper



The Terminator has four 9M120 ATAKA-T launchers that can fire 130mm missiles capable of neutralizing any modern tank, even if protected by reactive armour. As the vehicle carries no extra missiles, the crew must choose in advance which type of target is to be neutralised, not easy in battle when danger is constant



The 7.62mm coaxial machine gun is supplied with 2,000 rounds and is located above the 30mm guns. If it seems mild compared to the rest of the armament, it is no less formidable to enemy troops who get too close



The track runs were painted and cemented permanently in place before fixing the upper hull to the lower



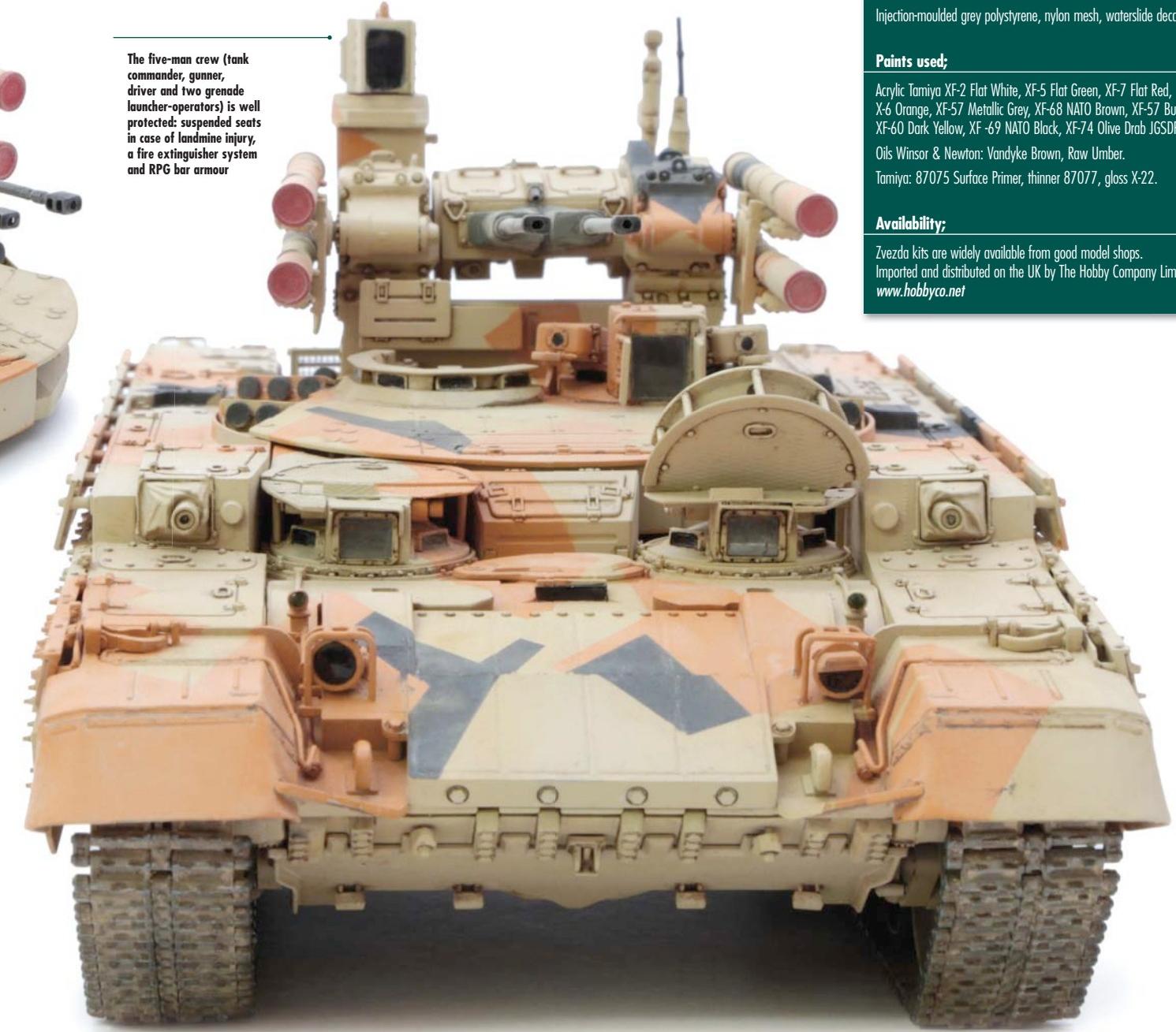
Anti-RPG rocket screens cover the back of the tank. They were refined but can't really compete with an equivalent structure in photo-etched brass. A raw umber colour-wash was applied to every detail give more depth volume to the whole



The two 30mm automatic cannon 2A42 are provided with 850 rounds. In principle, one gun is loaded with armour-piercing ammunition, the other with anti-personnel. Stabilized vertically and horizontally, they have impressive firing rate of 600 rounds per minute and a range of 2,500 to 4,000 metres according to which munition is being fired



The Terminator is provided with two 30mm AG17D grenade launchers on each side, each with a magazine of 300 shots (not re-loadable from inside the vehicle)



MODELSPEC

ZVEZDA 1:35 BMPT TERMINATOR

KIT NO.3636

Materials:

Injection-moulded grey polystyrene, nylon mesh, waterslide decals

Paints used:

Acrylic Tamiya XF-2 Flat White, XF-5 Flat Green, XF-7 Flat Red, X-6 Orange, XF-57 Metallic Grey, XF-68 NATO Brown, XF-57 Buff, XF-60 Dark Yellow, XF-69 NATO Black, XF-74 Olive Drab JGSDF. Oils Winsor & Newton: Vandyke Brown, Raw Umber. Tamiya: 87075 Surface Primer, thinner 87077, gloss X-22.

Availability:

Zvezda kits are widely available from good model shops. Imported and distributed on the UK by The Hobby Company Limited; www.hobbyco.net





A TURRET

The French 155mm GCT system has been fielded by the French since 1979. Various upgrades have been introduced over the years. Some of the highlights of the system is the use of an autoloader that allows for rapid firing (up to eight rounds a minute, sustained fire of six rounds a minute). The system can be set up in one to two minutes, fire and then be on the move again within one minute to avoid counter-battery fire.

As we can see in the reference feature starting on page forty this issue, the AU F1 system used the AMX-30 chassis. Users include (or have included)

France, Saudi Arabia, Iraq and Kuwait. In a bid to increase foreign sales, the system is able to be mounted on other tank chassis such as the Leopard 1, the Arjun and the T72. This allows the system to be easily compatible with many nations' tanks. Demonstration versions have been photographed of the 155mm GCT AU F1 turret on the Arjun and the T72. The AU F1 turret on the T72 would make sense for many countries with T72s who are looking to upgrade their mobile artillery in a cost effective way. To date, the conversion has not generated any sales though it has been demonstrated at arms shows.

A TALE OF MULTIPLE KITS

Hobbyboss decided to make use of their moulds of the turret from their AU F1 on AMX 30 (kit 83834). This is combined with the hull of a T72, which, at the time of writing, the company didn't have in their product line-up. Included are two sets of road wheel sprues; one in grey and one in tan. The remainder of the hull sprues are tan and appear from the same source. I am not sure where Hobbyboss sourced the T72 parts (there are unconfirmed rumours about the sources), but they vary in quality substantially. In general, the quality of the turret is



Sean M. Lynch finds Hobbyboss's T72-based AU F1 kit to be a bit of a mixed bag

SET FOR MANY TANKS

excellent but the T72 parts – in particular the upper hull – is below average.

THE STRUGGLE OF THE PAINT

The fact that the configuration of the AU F1 GCT turret has never been sold on a T72 chassis and thus never seen service allows the flexibility for it to be painted in a theoretical paint scheme. Since a large number of Middle Eastern states field T72s and some may be in dire need of artillery, a desert-style of scheme would be very fitting. Unfortunately, I tried a few different schemes but

just wasn't happy and had to strip off all the prior work. I finally decided on a scheme of green and desert yellow that I was happy with. I have been playing around with using oils for a while but this is not the typical oil-dot or filter-technique. Instead, I have been drybrushing/painting on oils to areas of shadow and highlight. These are then blended in and the excess removed to enhance the shadows and highlights. I gave a seminar on this at the 2015 AMPS International Show and the video can be found on YouTube (<https://www.youtube.com/watch?v=OVtkmkxtW9>).

This process took a total of about ½ hour to treat the whole vehicle. The slow dry time of the oils allow ease of blending and a long working time but the disadvantage is that model must then sit for a few days to allow the oils dry completely before moving on the next steps. I find that isn't much of a problem as I can work on other projects or may just not have time work on the model due to life commitments.

I found this vehicle to be a mixed bag. Although it has never been fielded, I found the subject matter very interesting and presented a great

opportunity for a very plausible 'what if' vehicle. However, since this was a theoretical vehicle I found myself not having much desire to do more than the simplest of fixes to the troubled upper hull and fuel drums. I feel that you shouldn't have to deal with these kind of issues with a kit released in 2015 from an established manufacturer like Hobbyboss for what should be an easy OOB build. In addition to the issues with the hull I also created my own issues with the painting that caused me to strip the paint twice! I am very happy with the final model, but this was a somewhat troublesome project for me and I am glad it is done. •



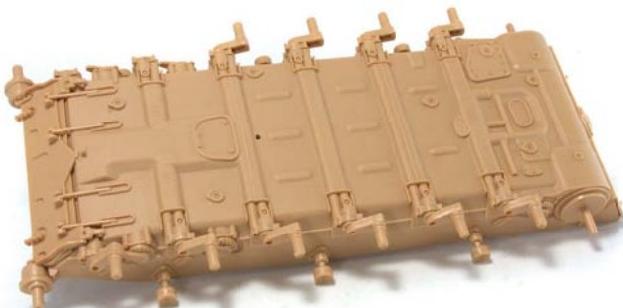
The turret was found to have a great fit of parts, good detail and was easy to construct. An M2 .50cal machine gun is included but was not used



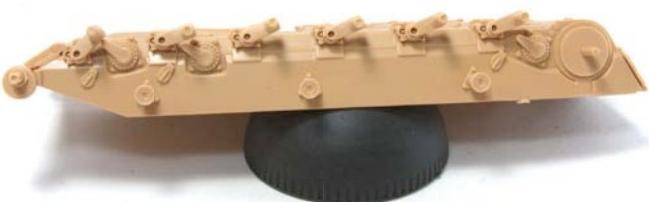
An interior is not included with the kit and therefore mandates that the large turret hatches are left closed



While there is no interior included, a moulded ammo rack is included which would allow the rear doors to be open. However, I found this to be a bit basic and decided to model the vehicle with the ammo doors closed

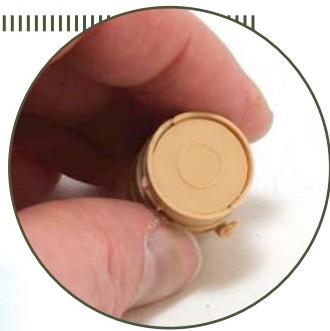


The lower hull of the T72 has good detail and overall good fit of the parts, though the suspension arms are a bit loose so care will be needed when aligning them. Of note is the On/Off wording toward the front of the hull and what appears to be a filled-in area for where a switch where motorization would go



These two images show a problem with the moulding of the upper hull and the associated sprue. It would appear that the mould is off-centre causing the parts to be misaligned. This causes excess flash, parts to be out of shape when cleaned up and parts to not fit correctly. For example, the misaligned hull caused problems in fitting the side skirts to the upper hull, though after sanding down they were able to be fit (luckily the parts sanded were hidden by the skirts)

The side skirt mostly fit properly after sanding down the misaligned upper hull, though they didn't quite match up on length and left a gap with the rear mud guard. The fan wheels were used (for no other reason than for consistency) and the fit and detail on those were good, though the grey ones provided in the kit are a bit better



The glacis has sink marks, holes meant for a tow cable (the instructions call for that to go on the rear, though it could be put on the front) and some parts that just don't fit properly in the given holes. The misaligned light guards should be replaced, but I chose to just use what was given with the kit. The irregularly sized holes and excess holes were filled in. In addition, a periscope is not included for the driver so one was added from the spares box

The fuel drums are very loose fitting and require a fair amount of filling. I used plastic strip as well as putty to accomplish the task



The kit provides PE engine screens, copper wire for the tow cable and rubber tube for the fuel lines. I found the rubber tubes to be hard to work with so I replaced them with spare insulated copper wire



The completed build minus the tracks



The kit provided unditching log was lacking in detail so that was replaced with one from the spares box. Plastic strip was used to add the missing straps for the unditching log.



Tamiya Khaki was the second base sand colour attempt, the other being a very white sand colour. After applying this I realized that this colour just wouldn't work with what I envisioned with the upcoming weathering. Also, I decided not go with the stowage as it just didn't feel right as I had set it up.



A dark brown oil, in this case Mig Productions Abt015 Shadow Brown is applied roughly in the shadow areas. It looks very raw at this stage. I try to apply this on a slightly satin surface. Too matt of a surface makes blending more difficult and too gloss allows the paint to wipe right off



Next the excess oil paint (with aid of cotton swaps) is wiped off and the remaining paint blended in. The finish on this model was too matte, making blending harder than desired



I finally decided up on camo scheme of Tamiya Desert Yellow (XF-59) and NATO Green (XF-67). I felt that this provided a nice base for upcoming weathering and was similar to an Omani Challenger 2 that I built following an article on the same subject by Graeme Davidson in a book on modelling the Challenger series



The shadowed turret compared to the untouched hull



Buff and Olive Green were used to lighten the sand and green colours. The same process of removing the excess and blending for the shadow paint was used. This process has created pleasant tonal variations in the paint as well as enhancing the highlights and shadows

The entire vehicle after the oil enhancement



I worked on the assumption that the sand paint would've been sprayed over the existing green and thus my not be very robust and prone to wear. I painted green chips over the sand coloured areas that I felt would show wear



A thin green mix was made from olive green oil paint and thinner. This was spattered over the entire vehicle to create finer chips and flaws in the paint

I usually prime my vehicles black. After having painting the vehicle I realized that I wanted to show wear on the rubber side skirts. If had thought about this ahead of time I would've used some sort of technique (hairspray or chipping fluid) to allow me to essentially chip the skirts. Not wanting to repaint the skirts black, apply chipping fluid and the paint the camo on the skirts and then chip I tried a different approach. Since the paint was Tamiya I decided to try removing the Tamiya paint with a light scrubbing of a brush with Vallejo airbrush cleaner. While the Vallejo paint cleaner will remove Tamiya paint, it takes time and effort for it to do so. I slowly worked the skirts until I removed the paint I wanted to. I did go down to plastic in a few spots, but the was easily repainted



The fuel drums were painted in a base of Tamiya Dark Yellow and then highlight and shadow mixes were airbrushed on. The centre portion was painted with Vallejo Blue to add some colour and contrast to the rest of the vehicle



Arabic numbers from Archer Fine Transfers were added to the hull and turret with paint drips hand painted from Vallejo white. This was sealed in with varnish and the vehicle details given a dark brown pin wash

A few final details such as lights were painted. The tracks were added. Some minor weathering effects such as oil leaks and fuel stains were painted on followed by a dusting with pigments concentrated in the recess of the vehicle. With that, the project was done

MODELSPEC

HOBBYBOSS 1:35 155mm GCT AU F1 / T72

KIT NO.83835

Materials:

Injection-moulded polystyrene, flexible vinyl tracks, photo-etched brass, copper wire, vinyl tubing, waterslide decals

Availability:

Hobbyboss kits are available from good model shops. Imported and distributed in the UK by Creative Models; www.creativemodels.co.uk



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AU F1 GCT 'GRANDE CADENCE DE TIR'

Zak Sex provides us with a walk-around of this distinctive 155mm AU F1 GCT (Grande Cadence de Tir; high rate of fire) self-propelled howitzer, based on the French AMX30



Above photos; Wikimedia Commons

For many years the French army employed the Mk.61 105mm and Mk.F3 155mm self-propelled guns. These weapons utilised modified AMX13 chassis and were also reasonably successful in the export market. By the 1970s however, they were both bordering on obsolete and the French military required a SPG that would match that in use by NATO Allies but more importantly be capable of responding to the Soviet threat in the form of the 2S1, 2S3 and later the M1975 203mm SPG. While the Americans produced the M109 and M110 self propelled Howitzers on their own dedicated chassis the

French like the Italians with the Palmaria 155mm mounted their new AU F1 155 gun on a modified tank chassis.

The chassis in question was that belonging to the AMX30 tank which had the advantage of being in service with the French and many other armies worldwide, thus allowing for ease of maintenance and spare part production. This modification consisted of a large armoured turret housing the TR155mm gun, a weapon which is capable of firing a standard projectile a distance of twenty-four kilometres and a rocket assisted round to a range of thirty-three kilometres.

The rear of the armoured turret has two,

downward-opening doors housing a unit in which forty-two projectiles and a similar number of cartridges are housed in linear racks. A range of differing projectiles are available for this weapon, including HE, illuminating, smoke and rocket assisted. While this system has provided sterling service in the Armée de Terre in such hot spots as Bosnia and Lebanon with UN peacekeeping forces it was Saddam Hussein's Iraq that perhaps best utilised this weapon using more than eighty-five of these systems to blunt the Iranian human wave offensives in the Faw Peninsula and other critical fronts during the eight-year conflict. The Iraqi AU F1s allowed accurate and saturated bombardment



1; The driver's hatch on a camouflage example of the AU F1. Note how the colour has come almost completely worn off the periscope covers

2; Mouthwatering temptation for a weathering addict!

3; The rusty track connectors are on view here

4; Some amazing colour tones on show here; impressive for a plain, camouflaged modern tank



- 5; Note the rubber seals around the driver's periscope mounts
6; Moisture (oil, water?) build-up on the recoil pistons' undersurfaces
7; Close-up view of the smoke dischargers, with chains for the caps, which are missing
8; The gun mantlet's white paint is in good condition; it's out of the way of crew movement
9; Turret hatch exhibiting rusted MG mount ring





10



11



12



13

of Iranian positions by the specialist Republican guard units which were trusted with these expensive precision pieces of armament for the Iraqi army were well known amongst international arms dealers at the time as an army of artillery men such was their consumption of vast amounts of Chinese, Soviet, Brazilian, South African and Yugoslav artillery and rockets. The AU F1s were in a different league to the rest of this equipment in the sense of its capacity, status and prestige.

Following Saddam's disastrous invasion and subsequent expulsion from Kuwait in 1991, a UN arms embargo was imposed on Iraq, which meant that weapons such as the AU F1, similar Roland SAM systems and other sophisticated European equipment became extremely difficult to maintain compared to Soviet and Chinese systems, whose parts were largely interchangeable and so could be scavenged and reused. Thus a large number of AU F1s were found by Allied forces after the fall of Saddam in Iraqi Army and Republican

Guard bases in various states of disrepair, mute testament perhaps to the halcyon days of the Gallic relationship with Saddam's Iraq that saw the sale of not only of SPGs, SAMs and Gazelle helicopters but the Mirage fighter jet and its attendant Exocet missiles too.

In the '90s, 'Artilliere des Construction Roanne' attempted to achieve further sales besides that of the French military, the Saudis and the Iraqi Army by mounting the AU F1 turret on a T-72 chassis in an attempt to provide a more cost effective conversion to Middle East, Asian and African customers. To date however this attractive artillery piece has failed to find a single customer.

IN MODEL FORM

The AMX30 version of the AU F1 has been kitted by Meng Model in 1:35 and a mighty fine model it is too. In this issue, we can see Sean Lynch's build-up article on the T-72 version from Hobbyboss in the same scale. •

10; An excellent view of the righthand fender with lights and associated cabling

11; Turret hatch spring-hinge

12; Main gun's recuperator pistons

13; An overhead view of the driver's position

14; Note the black inner faces of the smoke launchers

15; The white 'UN' paint is peeling and flaking off in patches

16; Chipping around a hatch aperture

17; The track pads appear quite worn here



14



15



16



17



THE LONDON BLITZ

Devastation in a London street,
possibly from a V weapon



This issue, we have a photograph from the Second World War that shows the devastation of aerial bombing a little closer to home. Instead of a destroyed street in a Normandy town or village, we see a scene in London in the aftermath of a night-time raid by the Luftwaffe. 'The Surrey Hounds' public house is comprehensively destroyed as is the building alongside, although the tram catenaries are still in place, presumably flexible enough to withstand the shock waves of the bombing. We can just see that the bus's destination is Peckham in south London but it's difficult to say precisely where this photo was taken.

The photo appears to have been shot by a US Serviceman taking leave in London post D-Day, so there is a chance that the damage we see here was caused by a V weapon; V1 'buzz-bombs' began falling on the UK's capital in the evening of July 13th 1944, just seven days after D-Day. •



NICE AND USELESS

Federico Collada creates a small but effective vignette using a Fine Molds Type 97 kit and some clear resin

At the start of World War II, the little Type 97 Te-Ke was the main tank of the Imperial Japanese Army. Inspired by the French FT-17 with room for a crew of two, it was conceived as a support weapon for the infantry. One of its few virtues was its diesel engine, which boasted low fuel consumption and was not liable to catch fire. However, it was poorly armed and protected. From its introduction to service, the Te-Ke's limitations quickly proved that it was totally inadequate for most tasks that would have to undertake.

Production began in 1937 and, like its predecessor, the Type 94, it was also used as a tractor or transport of supplies. Despite its obsolescence, the Type 97 Te-Ke served until the end of the war. Main armament consisted of a 37mm cannon capable of firing at an angle of -15 to +20 degrees in a 360 degree rotating turret. The ammunition could penetrate 45mm of armour at 300 meters, which made it unsuitable against any contemporary tank. The commander of the Type 97 had to load and fire the cannon. Perhaps worst aspect of this vehicle was its armour, ranging from 4 mm to 16 mm. Even small-calibre small arms could penetrate it.



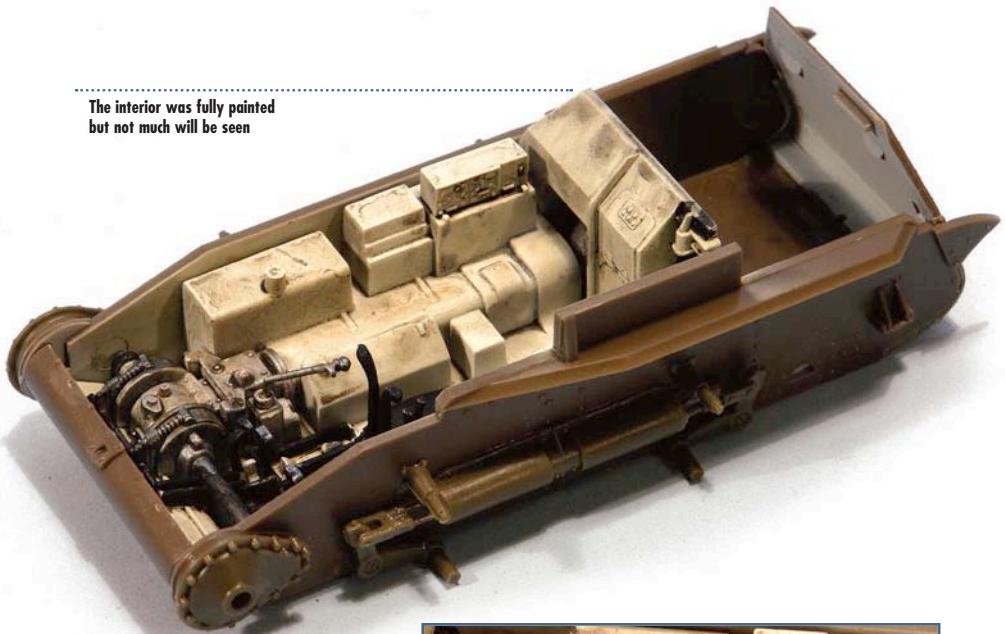
ART IMPROVES ON LIFE

Unlike the actual vehicle, the model is very good indeed. This should not be surprising as the Japanese model company Fine Molds has always been characterised by high quality kits. The only shortcoming of the model are the instructions, which are entirely in Japanese except for the camouflage and marking guide. The model is made up from injection-moulded plastic parts, a photo-etched fret, separate link tracks and two figures. A fairly detailed interior is included so I decided to leave the hatches open so the work would be displayed. As I studied the instructions before commencing construction, a couple of ideas came into my head. One of them was to depict the tank abandoned and in a state of advanced deterioration, i.e. very rusty. I had liked the effect achieved on previous models with oxide washes in two stages. I also thought this treatment would be particularly effective for the interior, as there would be high contrast against the white paint and a good variety of tones.

Another technique that I tried recently was 'blowing' pigments with the airbrush. I thought that this would contribute to a greater sense of abandonment. Finally, I thought that this would be a good opportunity to attempt a water scene, as my last effort ended in disaster! With these three basic ideas shaping in my mind, I really wanted the scene to shine once finished. Since pigments would cover almost all the model's surfaces, it meant that I could experiment a bit with the kit's base camouflage scheme.

Most of the techniques used for painting are completely normal for me and will be familiar to many modellers so I will not spend too much time dwelling on these, but rather will focus on the unique methods used to derive the decrepit finish. ➤

The interior was fully painted but not much will be seen



Close-up view of the driver's station



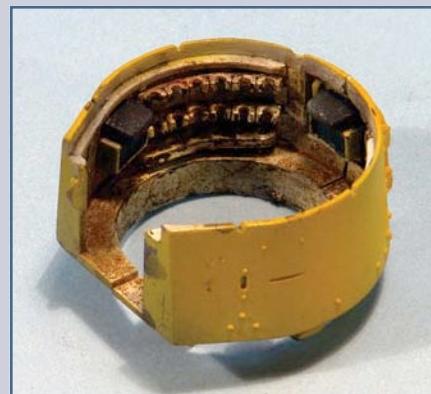
The yellow camouflage 'stripe' was applied first



Upper hull is ready to be painted and installed



Maskol was used to define the stripe



Interior views of the hull and turret. Note the realistically pitted and rusty finish on the off-white paint

◀ BASECOAT; HIGHLIGHTS AND SHADOWS THROWN DILUTED ACRYLIC AIRBRUSH

Once the camouflage colours had been applied, the weathering processes could begin. A few months ago I watched some modellers achieve realistic results by applying liquified pigments with a sponge, creating tiny spots that can be made to accumulate on the model in varying amounts. The difficulty of this technique is to control the amount of liquid you let soak into the sponge, as well as the density applied, because if too much is sponged on in one go, the model will just puddle-up without depositing pigment. I have taken a long time and I have ruined many (old) models to find the balance between these two factors, but in the end I'm very happy with the results. As with most painting techniques, the effect can be built-up if applied in successive layers in different areas, to attain more realistic staining.

In this case I used an orangey rust tone on the flat surfaces, then a medium brown to 'paint in' the orange spots and finally a dark chocolate brown to form old staining. With this technique, we can very easily make the paint chips on the edges of armour and other places.

TWO-PART RUST COATING

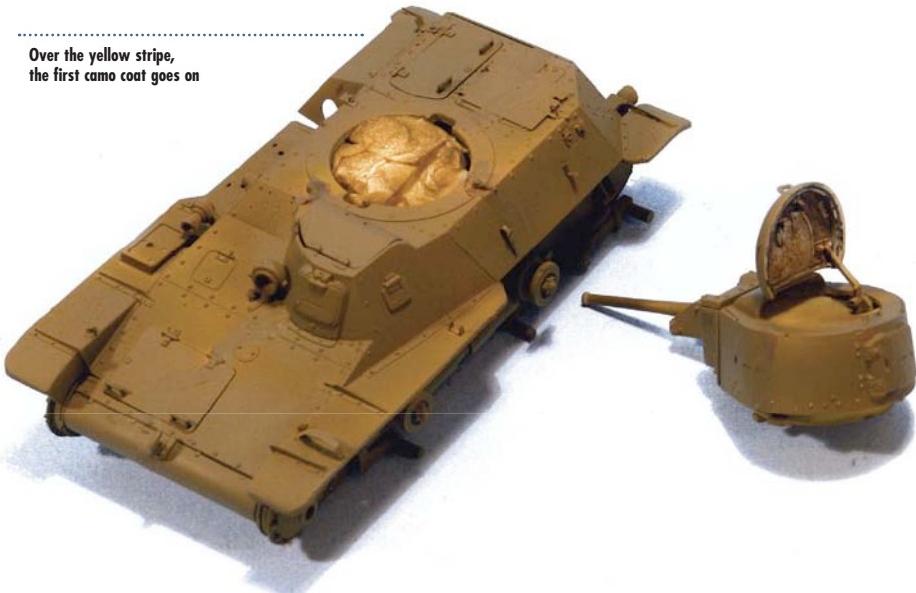
For a couple of years or more I have been using this product on my tanks. It is a metallic solution applied with a brush just like a paint, and then a second product which when applied over the previous layer, oxidises the metal component. The user must wait about twenty-four hours for the initial layer to dry before applying the treatment.

Depending on the number of times we apply the oxidant fluid, we can create different finishes, and last but not least the first product (the metallic solution) can be applied to most brush painting techniques you know; washes, drybrush, stencils etc., Just do not try to spray it through your airbrush! In this case, for the heavily damaged model, I applied successive layers of the metallic component in some areas where I wanted the rust to be thicker than others, for example the chains.

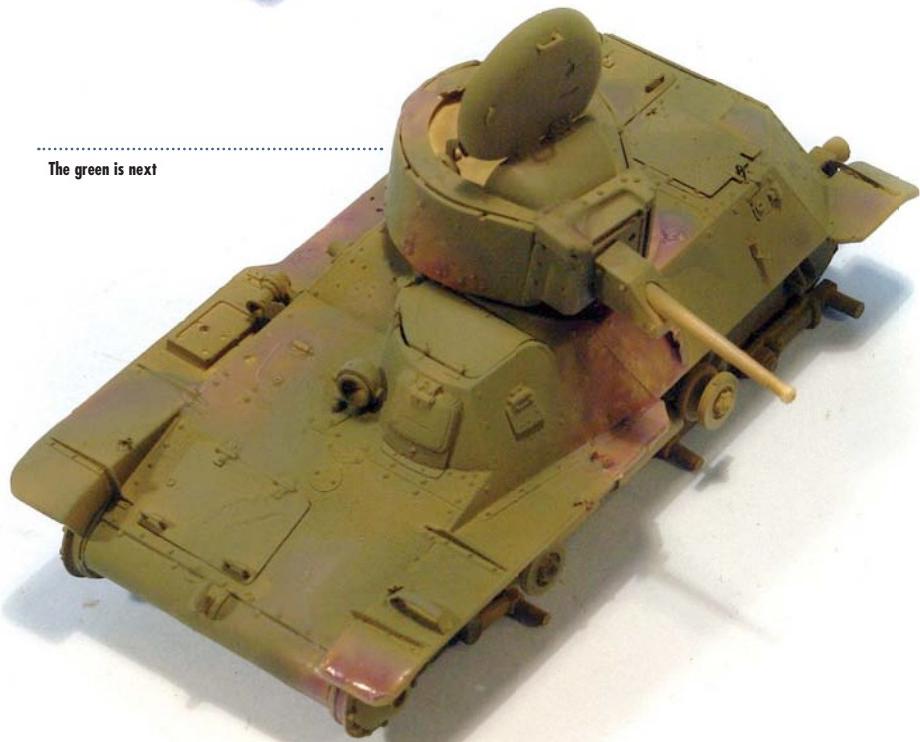
BLOWN PIGMENTS

I think pigments are the great discovery of this decade. I remember that at first, I would use sanding sticks to create powder from artists' pastels, but in recent years, thanks to companies like Mig Productions and many others, we have a multitude of high quality, coloured pigments, ready to use. On this model I wanted to simulate a layer of earth that had been deposited and successively

Over the yellow stripe,
the first camo coat goes on



The green is next

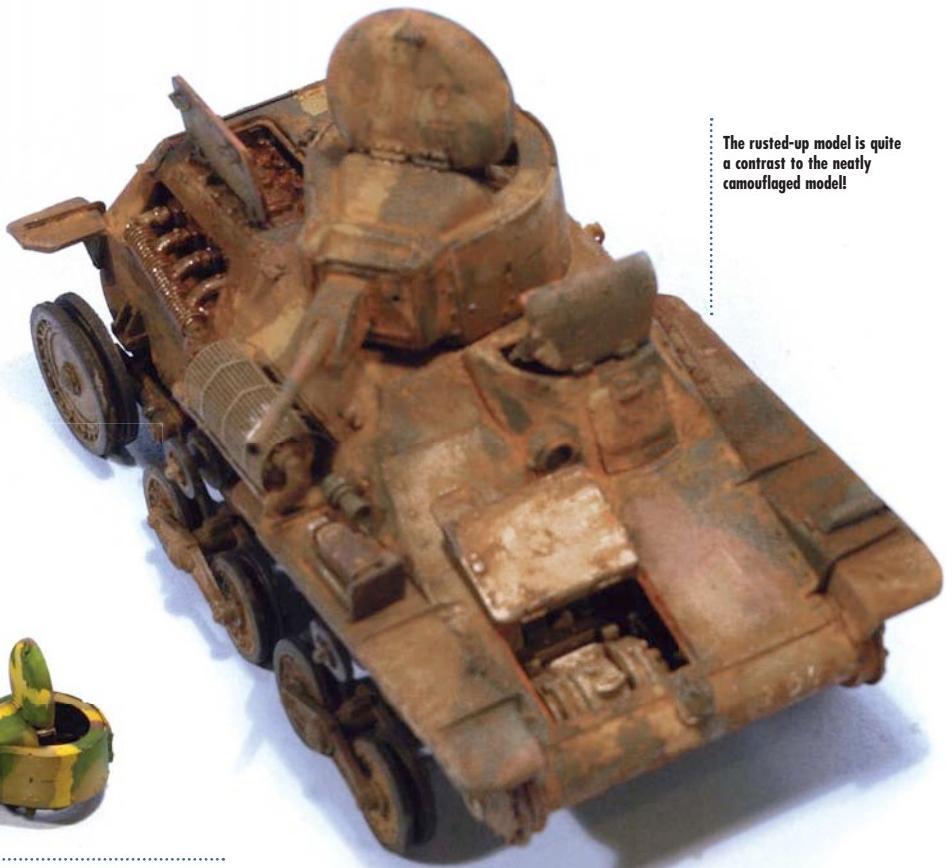


rained on for a long period of time. This effect is easily seen on any vehicle that has been outdoors, not just dirty after a rainy day but after weeks of gathering dust.

With this in mind I thought that the best way to represent the effect of dirt washed by rain was to simulate some weather and rain in miniature! I first applied the pigment mix to the whole model, giving it a good covering. Before the water had completely evaporated I began to use the airbrush (without paint) to blow the mixture around from a 'natural' angle ie; from top to bottom as rain would fall. Thus the pigment was deposited in areas where it would gather naturally. Once the pigment layer had dried, I realized that most had slipped off the model, so I repeated the process a couple more times, using different shades of earth pigment until I got the effect I wanted. ➤



The camo is on,
and looks smart too



The rusted-up model is quite
a contrast to the neatly
camouflaged model!



◀ THE BED OF THE LAGOON

The base itself was no big deal to construct, I just formed a 'pool' with tape around the top of the wooden display base to frame the groundwork area. For the groundwork itself, I mixed small rocks, sand, sand-coloured pigment, plenty of water and a little white glue and once well combined, I deposited the mixture on the base; with a couple of 'wiggles' I managed to keep the material well distributed.

I had to wait a few days until all the water had evaporated before the moment of truth; peeling off the tape... A year ago I tried to create a mass of clear water for a diorama, after investing a lot of time in the detailed painting of an Su-85. The resin I had been recommended to use did not behave as it should have done, with the result it all ended up in the trash because I could not retrieve the model. This time, I turned to another variety of resin, with the warning not to pour a layer more than half an inch thick at a time. I prayed to the saints of modelling and proceeded to pour the first layer. I got a shock because the resin was so thick that I thought that it would not be deposited evenly. Luckily it did settle down fine and after allowing it to harden for twenty-four hours I proceeded to a second and final layer.

The only downside was that this resin shrinks, I'd say 1mm per cm. So I had to carefully sand the edges and then apply varnish to make the entire surface glossy. And this is the end of this project. The whole process took a couple of months during which time I also applied these tricks to other model projects too. •



***"Unlike the actual vehicle,
the model is very good indeed..."***





MODELSPEC

Fine Molds 1:35 Type 97 Te-Ke Light Tank

Kit No. FNMF-10

Paints and finishing products used:

Tamiya Acrylic paints, Lifecolor Acrylic paints, Mig Productions pigments, black lead pencil, mineral turpentine

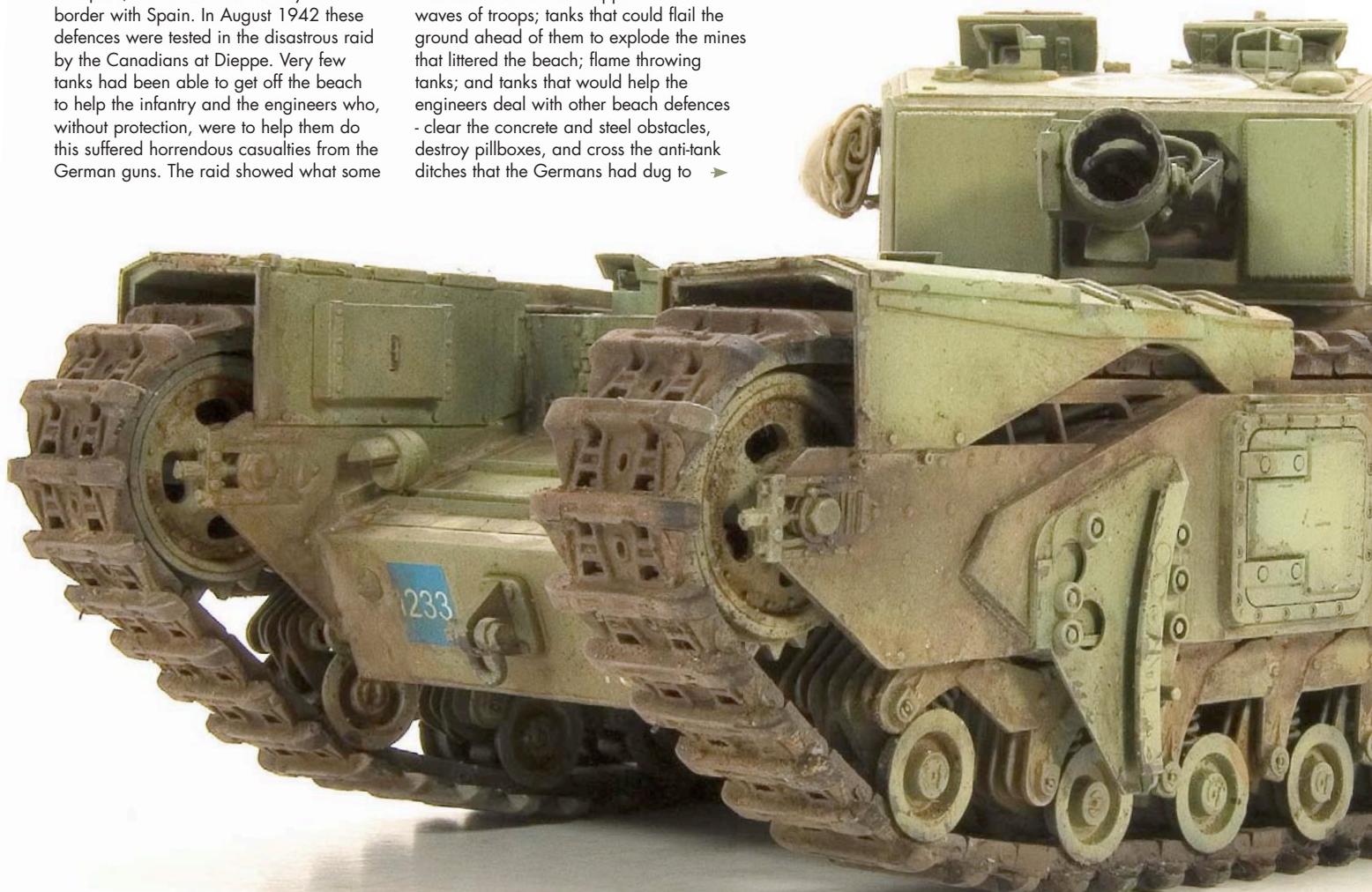
NOTHING FUN ABOUT THIS

Plans for a return to the continent of Europe had been developing ever since the Dunkirk evacuation in 1940. However it was only by 1944 that the huge amount of men and equipment necessary for such an invasion would be ready. In the meantime the Germans had been building the 'Atlantic Wall', a series of fortifications along the coastline that they occupied, from northern Norway to the border with Spain. In August 1942 these defences were tested in the disastrous raid by the Canadians at Dieppe. Very few tanks had been able to get off the beach to help the infantry and the engineers who, without protection, were to help them do this suffered horrendous casualties from the German guns. The raid showed what some

people already knew – that it was very difficult attacking a heavily defending coast, breaking through the defences and getting off the beach. A lot of work would need to avoid another Dieppe on D-Day.

Experiments were already taking place in various parts of Britain looking at the problems of landing in the teeth of enemy fire. These experiments led to tanks that would swim ashore to support the first waves of troops; tanks that could flail the ground ahead of them to explode the mines that littered the beach; flame throwing tanks; and tanks that would help the engineers deal with other beach defences - clear the concrete and steel obstacles, destroy pillboxes, and cross the anti-tank ditches that the Germans had dug to ➤

Rick Lawler builds AFV Club's Churchill AVRE from the 79th Armoured Division, better known as the 'Funnies'



VNY





The large, characteristic side-sponsons of AFV Club's Churchill take shape. It comes with metal springs and a lot of small parts, so this is not a quick process



Finally, with a pair of complete sponsons – complete with roadwheels – the central hull can be built up. The glacis is a well detailed and features a hinged driver's port

prevent the Allies getting off the beach.

In April 1943 all this work was brought together under one man, Major-General Sir Percy Hobart, and one unit; the 79th Armoured Division. His job was to produce from all this development work fully trained and equipped units that would help the Allied forces break through the Atlantic Wall. The Churchill AVRE (Assault Vehicle, Royal Engineers) was developed after the Dieppe raid in an attempt to make combat engineers less vulnerable while they were attempting to destroy enemy defences

The AVRE was developed from a suggestion made by Lieutenant JJ Denovan of the Royal Canadian Engineers. His idea was for a tank with as much of the standard internal equipment as possible removed and replaced with storage space for the sapper's equipment, tools and

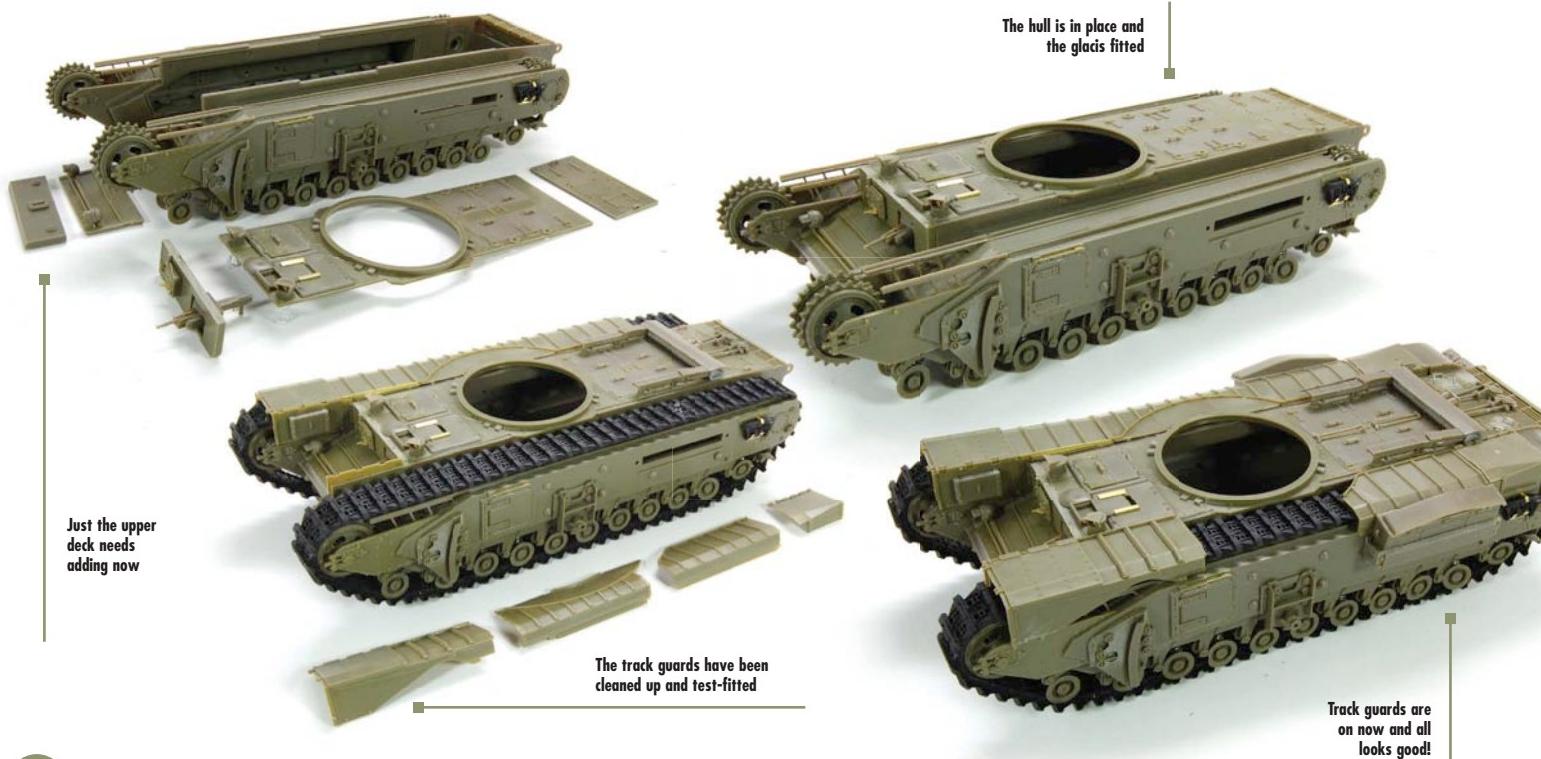
explosives. The Churchill was chosen because of its combination of a large interior, thick armour and side access door. The Churchill's main gun was replaced with a powerful stubby mortar, called the petard which threw a forty-pound bomb, nicknamed the 'Flying Dustbin', on a wobbly flight for about eighty yards. Up to twenty-four of the big bombs were carried in the roomy AVRE. The crew also had plenty of 'standard' explosives in their Churchill, with names like General Wade, or the Beehive. These could be planted against a pillbox or concrete obstacle using the tank as cover, and then blown up from the safety of the tank.

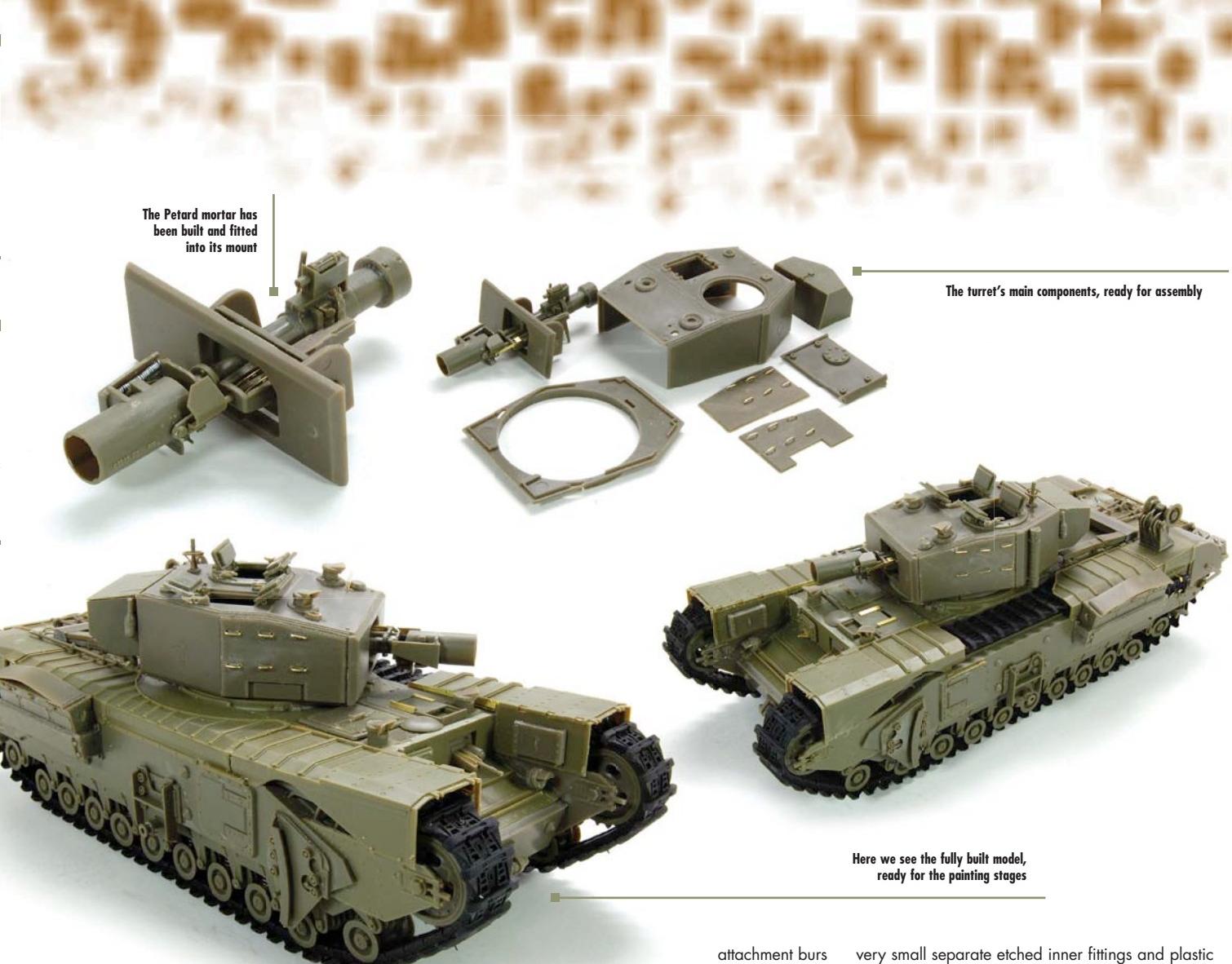
THE FUN STARTS HERE

Soon after their release of the initial Churchill Mk. III, AFV Club quickly followed with the release of

the AVRE version of the vehicle. For those familiar with the initial release you will surely recognize many of the parts and building sequences from the earlier release. Featuring the Petard mortar, this box contains all of the extra parts needed to convert the standard Churchill Mk.III to the AVRE version. The project begins by drilling out small holes in the side pannier to accommodate the large, conical bolts. Be mindful that the bolt pattern is slightly different from the left to the right side so a little care is advised.

Only because of the sheer number of parts involved, by far the most time in construction is spent upon the running gear. There is no way around it, if you are going to build a Churchill then you are going to be dealing with an involved suspension and lots of road wheels. AFV has





The Petard mortar has been built and fitted into its mount

The turret's main components, ready for assembly

Here we see the fully built model, ready for the painting stages

done some very nifty engineering with regard to the suspension assembly. The suspension itself is made up of about fifty parts per side and it should be noted that the suspension is designed to articulate upon real metal springs. Though not a difficult process, assembling the suspension does take some time. Many of the parts are not glued and it is a little tricky to keep everything in place while working on this area. When it did come time to put it all together as shown in step two of the instructions, I found it easiest to turn the sponsons upside down until I was able to pinch the suspension posts between the two sponson halves. Once the two sides have been glued together the spring posts are securely held in place.

Finishing this area involves placing the eleven suspension mounts and eleven mud-scrappers. Do not be lulled to sleep during this stage, though many of the parts look may look similar on the sprue there are some differences. Be careful to study the instructions to ensure that the parts are installed in their proper locations. Finally, the road wheels are attached to the suspension posts and if everything has gone according to plan, the suspension will be workable. Nice touch.

The remainder of the suspension involves assembly of the drive wheels. Each wheel is in two halves with very crisp detail requiring very little additional cleanup other than the sprue

attachment burs on a couple of the teeth. A vinyl polycap trapped between the two drive sprocket halves for easy fitting to the drive axle. The final drive housing is also a separate part that is attached to the hull side plate with the idlers having two mounting panels attached to the front of the side sponsons.

Continuing to work with the 'inside-out' approach to this area the final details are to add the side appliqué armour to the sponsons. Here the modeller is presented with two versions of armour design; the initial configuration (Type B in the instructions) or the later type with the appliqué armour added (Type A in the instructions) as there are different parts for each as well as some common mounting parts. Here the instructions become a little difficult to follow, in my opinion, so extra study time is recommended. The details are shown as exploded drawings that show numerous arrows pointing out the parts, their placement, and available options. I chose to follow the initial configuration on this project.

THE FUN CONTINUES

The main upper deck panel includes the forward crew hatch cut-outs, the turret ring and rear engine door cut-outs as well as separate front periscopes and ventilator dome. To the front of the hull, the crew hatches are shown with the correct offset. If you wished to display the hatches open the separate hatches have inner padding as well as

very small separate etched inner fittings and plastic latch handle and separate outer grab handle for good definition.

The driver's plate has a separate main vision port hatch with the smaller bolted vision flap also separate so you can show either the full hatch or just to port open as was often the case. Additional smaller plastic and etched parts added to the hatch as well as the visor on the inside. On the left is the co-axial BESA MG in full with an etched part for the jacket.

Fine detailing continues on the rear deck as all of the hatches are provided as separate pieces with finely moulded grab-handles. The two exhaust pipes look particularly convincing covered with their multiple part sheet metal coverings. Also included for the rear is two spare suspension bogies that have the same springs and construction as those used for the running gear. Apparently these extra wheel mounts were not universally used on all AVREs, so check your references.

The tracks need to be installed before the large mudguards can be placed. The supplied vinyl tracks are good in detail and once painted look very much the part. The fenders are provided in six main segments which are excellent in allowing any number of combinations of missing sections on the vehicle. And finally, the air intake trunks are installed to the rear/sides of vehicle. One word of note; the kit provides for two versions of the intakes, Parts M10 and E15, the early or latter versions respectively. Although I had chosen to model an earlier version of the vehicle I mistakenly ➤



The base green shade was varied using different mixes of Tamiya Acrylic shades



A piece of card was used to shield certain areas while the green was sprayed



The exposed track sections were airbrushed in black, using a hand-held cardboard mask



used the less common M10 part on my project. The difference between the parts is the inclusion of three small panels near the upper edge of the latter version.

The turret is shared from the previous Mk.III release and is, again, very nicely represented. The kit includes the latter version raised vision commander's cupola with separate clear parts for the periscopes. However, wartime Mk.IIIs were not usually fitted with the raised cupola and this design has apparently been included due to the fact that AFV Club has based their design on the restored Bovington example. Luckily, the kit still contains the parts from the earlier Mk.III release and so it is a simple process of replacing the errant latter version cupola with the proper earlier style as contained on Sprue C.

THE 'FUNNY' BUSINESS END

Finally we get to the business end of the project; the 290mm Petard mortar. A full internal breech is provided for the Petard and is nicely detailed with the main parts included and this is fitted to a modified gun mantlet. The detailing of the mortar is excellent, with many very small bits and real springs that certainly make for a convincing appearance. The mortar is designed for optional depiction in either the broken, loading position or the firing position. The barrel a single hollow

moulding that includes raised casting numbers on the outside and the four raised rifling strips on the inside of the tube. And finally, the BESA machine gun has the same etched jacket and full receiver as in the first kit, the curved guard over the BESA barrel appears appropriately thin and does not require any extra work. The fully assembled Petard looks most impressive.

A COLOURFUL LIFE

I must say that I find the Churchill's particularly enjoyable to paint. The numerous panels, plates, ridges, sections, nuts, bolts....you get the idea; it just lends itself so nicely to doing some interesting work. Green in colour, I wanted to depict this Churchill as a mid-summer 1944 veteran. She had helped blow a hole through the shore obstacles in early June, and was now proceeding with the Allies as they slogged their way across France. Wear on the vehicle would be somewhat minimal with limited chips and scratches. Instead, I wanted to concentrate on first making the mono-tone green colour interesting in itself, and then allow the weathering to be accomplished through filters, oils, and finally pigments.

I began with a primer coating of Mr. Surfacer 1000, followed this with my base colours using a mix of Tamiya's XF-58 Olive Green and XF-21 Sky thinned with Tamiya lacquer thinner. I vary this

initial layer from time to time to create shadows and highlights. Continuing in my effort add interest to my base colours, I next add varying amounts of XF-4 Yellow Green and XF-2 to the mix. These later applications of colour are done in a more limited fashion often using a small piece of card stock as a masking tool to create sharp contrasts along panel lines for dramatic effect. These early foundation steps are very important, in my opinion, to creating a visually interesting finished result – especially when working with a monochromatic finish.

The next step for me is to continue to alter the base colours by applying light, acrylic filters. This is when those lovely contours of the vehicle really begin to pop as I work my way around the surfaces. It is important to remember that this is a gradual process as the idea is to only alter the base colours, not repaint the base colours. The paints should be mixed very thin, much to the consistency of tinted or dirty water. Finally, limited scratches, scuffs, and marks were applied using Vallejo's German Camo Black Brown with a fine tipped brush. A light misting of Johnson's Future Acrylic Floor Polish makes the vehicle surfaces ready for decaling; and then a second misting seals the decals and ready's the surface for weathering.

I try to address each of my projects with a slightly different approach when it comes to weathering. For this project I wanted to expand



Localised changes of colour were created with small applications of Vallejo acrylic paints



Waterslide decals were applied over a base coat of Future acrylic polish



Oil paint streaking helps to break up the areas of flat green surface



Oil paints in shades of green were used for initial surface treatments



Further oil paints were employed to create dust build-ups



The oil paint will be blended in at a later stage



Pre-mixed 'filters' are a handy way of creating colour-washes



The washes were further blended with a soft, dry brush



Mud build-ups are going on here



my use of artist's oils and premixed filters as much as possible to see what results I could achieve by painting effects alone. I began by applying dot fading using MIG Productions 502 Abteilung oils, beginning with a number of the green colours; Olive Green, Green Grass, Faded Green and finally Faded Yellow. The oils are particularly important in my work as I believe that they add a level of richness and depth to the finish that cannot be achieved using other mediums. Again, this is a step that requires a little patience as you must allow each layer of paint to dry before proceeding with the next. A blow dryer on low heat or a light bulb can be helpful to quicken the process. Once I was satisfied with my green colours, I then began to lay the foundation for the dirt and dust layers. Again I turned to Mig Productions Light Mud, Basic Earth and Buff colours to add earthen tones to logical areas of accumulation, especially on the lower hull and running gear. Afterward, I used Mig Productions Filters in a sparing manner choosing to apply them primarily as pin-washes to bring out some of the surface details.

POWDER TO THE PEOPLE

The final step in my weathering sequence is usually applying pigments, and this project is no exception. The earlier applications of the artist's oils had provided me with a wonderful colour foundation for the pigments. As usual, I limited my palette to a few select; in this case primarily European Dust, Light Dust, Dry Mud and Allied Green (Fading). This was my first experience with the Allied Green and I wasn't too sure how

References:

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Dennis Oliver

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Rickard, J (29 May 2009), Churchill AVRE (Assault Vehicle Royal Engineers), www.historyofwar.org/articles/weapons_churchill_AVRE.html

WW2 Peoples War. An Archive of World War Two Memories – Written by the Public and Gathered by the BBC.
www.bbc.co.uk/ww2peopleswar/stories/28/62690228.shtml

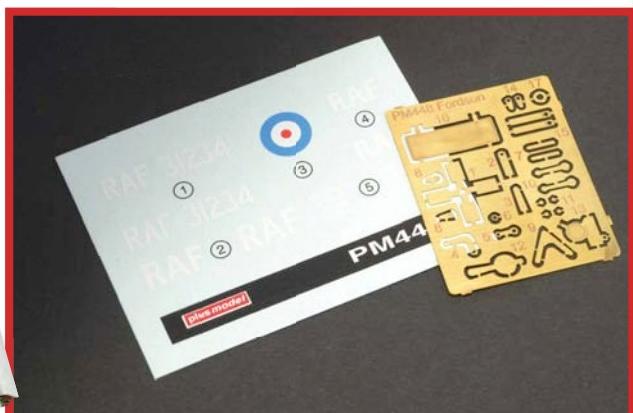
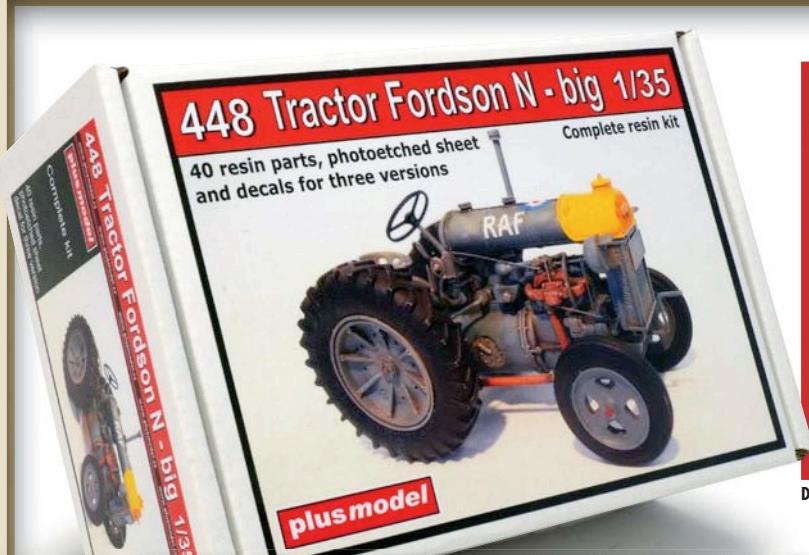
I was to approach the colour. Initially, I tested it straight from the bottle on certain panels which gave a nice, sun-faded appearance to the finish. As I went along, however, I began to use it within my 'dirt' colour mixes and found that this was an excellent way to achieve a grimy, well worn finish that I found really worked well on this vehicle. Applications of the pigments are mostly done wet, having first been dissolved in thinners.

I generally use a finer brush to apply the pigments and work with them in a manner similar to using the oils. I begin in the corners, nooks and crannies and then work my way outward; slowly building the accumulations. I am very careful to continually vary my colour mixes from time to time to ensure that I have a final presentation that has visual interest. As a final touch with the pigments and to show heavier accumulations of dust around the removed track guard, I applied the pigments dry to the surface, and then allowed Mig Productions Fixer to soak the pigment covered surfaces. Once this application had dried, I repeated the process, but this time as the Fixer was drying I used an old brush and stippled the pigments lightly to create a little texture.

THE LAST LAUGH

Well, there is nothing funny about this Hobart 'Funny'. AFV Club has taken their job seriously and created a truly excellent rendition of this important vehicle. The careful reader, by now, may have noticed that this has been a true out-of-the-box build; no shiny aftermarket barrels nor resin pieces required to produce this excellent showpiece. •





Decals for three RAF tractors are provided, as well as key parts in photo-etched brass

AGRICULTURE AND AIRFIELDS!

Plus Models' new 1:35 Fordson N big airfield tractor is a little gem

The Fordson tractor was used extensively in WW2 at RAF airfields for towing bomb trolleys and moving aircraft, so this kit of the vehicle is extremely welcome. Grey resin is used for the main components and the casting quality is impeccable, with just some fine resin flash and moderate casting plugs requiring removal, the latter with a saw, not side-cutters. Supplementary parts

such as radiator fan, license plate and other smaller components will be found on the photo-etched brass fret and the kit is topped off with a sheet of RAF markings for the three options offered in the kit; two in dark green and one in medium grey with yellow radiator cover. There are some very delicate parts in here, but with some care it could be built by someone who is fairly new to resin kits. • MN

Availability:

Plus Model are available from Creative Models; www.creativemodels.co.uk

MiM's opinion?

Fantastic detail and top quality castings, great subject too. 1:35 is great of course, but 1:32 might have been more logical for the aircraft modelling crowd?



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BOOK REVIEWS

TARNFARBEN VOLUME 2, CAMOUFLAGE PAINTED RELICS OF THE GERMAN FORCES IN WORLD WAR II

OLIVER LOCK
MILITARY MODE PUBLISHING
www.militarymode.co.uk
ISBN 978-1-5136-0238-7

Armour modellers, figure painters and dioramists are always searching for original colour references so they can paint their subjects with great accuracy. While it is possible to find the occasional WW2 colour image on the internet and in books, there's nothing quite like having a large collection of high quality photos to hand in one (or two) books that show the colours and camo patterns in intimate detail.

We have received Volume 2 of Military Mode's new book on WW2 German artefacts and it is an absolutely amazing collection of images, offering the modeller, collector and history buff some invaluable reference imagery of painted helmets, ammunition cases, binoculars, panzerfaust shields, roadsigns, weapons, gas-mask cases and even a car door, all exhibiting original paint work, chips, scratches, scoring and all.

Each item has been photographed with great clarity against a white background and is shown from several angles, focusing on data stencilling, insignia, makers' plates. One fascinating element that this author had no idea about was how some leather items of a soldier's kit were also painted in three-colour camouflage; logical in its original context but perhaps not something a figure painter might consider.

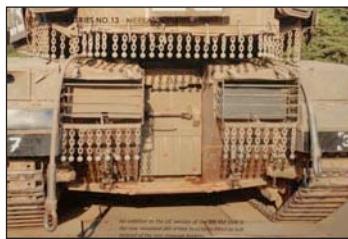
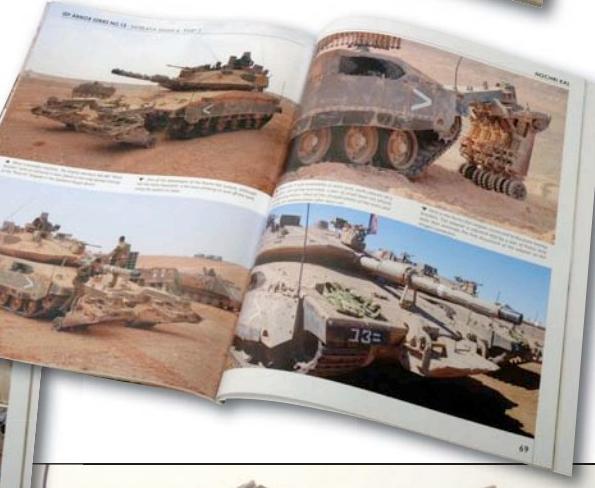
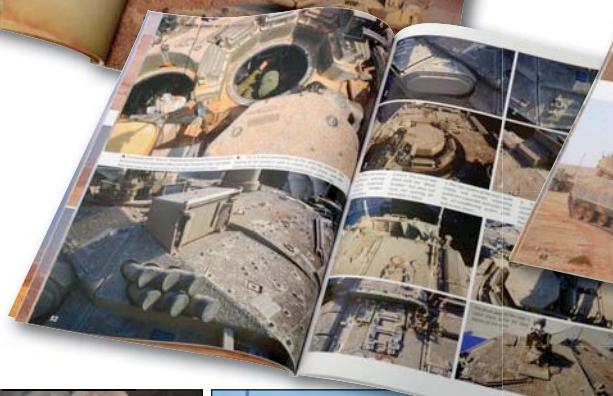
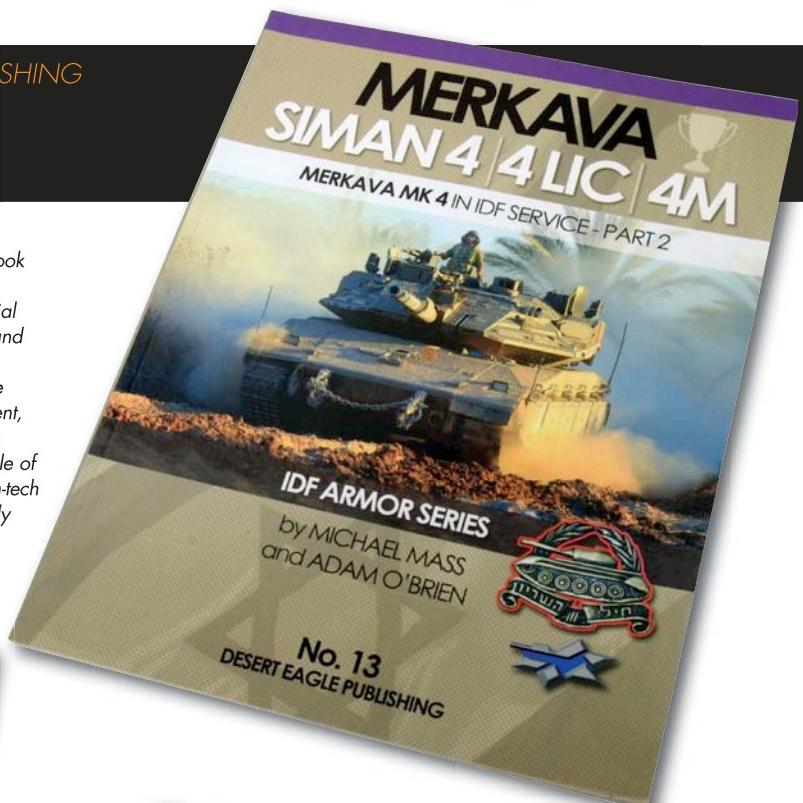
Some objects show the signs of age such as colour darkening and old rust, but all give the reader a completely fascinating insight into exactly how the everyday items of WW2 German kit really looked, and for this reason this beautifully put together book is utterly invaluable and comes very highly recommended. MN



MERKAVA SIMAN 4/4LIC/4M, MERKAVA MK.IV IN IDF SERVICE PART 2 (IDF ARMOR SERIES NO.13)

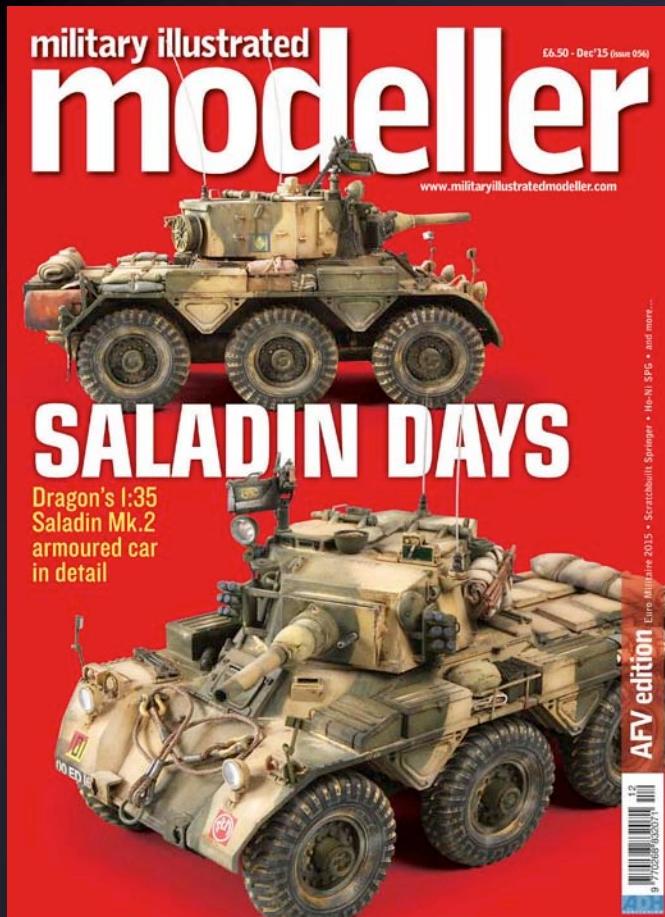
MICHAEL MASS, ADAM O'BRIEN, DESERT EAGLE PUBLISHING
www.aviationbookcentre.com
ISBN 978-965-91635-9-5
£24.99 plus shipping

The second part of Desert Eagle's series on the Merkava Mk4 has arrived, adding to the collective reference source on the tank by this publisher. The book runs to eighty-four pages including its (soft) covers and is all-colour as you'd expect. As with the other titles in this range, the presentation is heavily pictorial in style, which is precisely what the modeller wants. The high quality paper and colour photo reproduction re-iterate this point, the publishers acknowledging the modeller's craving for high grade reference material. The book covers the tank 'in action', showing how it looks on manoeuvres in its natural environment, clouds of dust and all. Some interesting shots of the crews and support teams follow, then we arrive at some juicy close-up photos which show off the jumble of differing textures and materials that adorn the exterior of this impressive, high-tech AFV. If you're a fan of IDF armour and love the dust-caked patina they rapidly acquire, this book will make you feel right at home. MN



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by Kamil Feliks Sztarbała



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Messerschmitt Me 163 Komet



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The Editor builds Kinetic's new 1:48 Mirage IIIE as an RAAF IIIO, and offers some handy walk around reference



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Photo-references of the original
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THE CANADIAN SECTOR

A rare colour photograph of Juno Beach, June 6th 1944

In this remarkable, original colour photo (not coloured) we see an overview of Juno Beach, Normandy in the afternoon of June 6th 1944. To the right of the image, we see LCT(3) (Landing Craft, Tank) No.474 of the 11th Flotilla, Squadron N. A flood of Canadian infantry disembarks several other LCTs which have been beached at low tide. In the centre-ground of the image, we can also observe a beached LCA (Landing Craft, Assault No.519; listed in Royal Navy losses during the landing operations on D-Day). Wrecked armoured vehicles and beach obstacles were cleared from the beach by military engineers. The soldiers walk on a carpet of wooden slats placed on the sand to make movement easier.

IN MODEL FORM

Accurate Armour offered a 1:35 resin kit of the LCT (it was huge) and the French maker 'Fonderie Miniature' offer an LCA in injection moulded plastic. For the troops, Tamiya figures could be considered, or those from Resicast. •

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See you again next time!

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